done anywhere else. Estimates given:



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Established for novely gongs Lukes, decatates largely throughout Southern China, Ludo-Chim, oto. Terms for Advertising (Translations free) cau-be obtained at the Odlie, Wyndham Street, Hongkong; or from the different Agents.

No. 12,264.

就四十六百二千二萬壹第

日一十月五年三十二緒光

HONGKONG, THURSDAY JUNE 10th, 1897.

ESTABLISHED 1857

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ADVERTISEMENTS

CUSTOMS NOTIFICATION. No. 104:

TESSELS proceeding to the WEST RIVER Ponts under the new treaty must conform to the following regulations:-Vessels from Canton are to proceed by Hill Passago, Saiwan Channel, Tailung Channel and Junction. Channel, entering the West

River at Fist Cliffs. Vessels from Hongkong, etc., are permitted access to the West River only by either Wangmun or Motomun, and will be required to report on both inward and outward trips at either Capsuimun (Kowloon Customs Station) DRIES. The Patronage of the Public is ournor Mongchao (Lappa Customs Station). Those estly solicited. going vid Wangman must take the Kerr Channel and Junction Channel, entering the West River at Fist Cliffs.

These are the only routes permitted on the journey inwards or outwards. (See Admiralty Chart No. 2,562.) By order of the Inspector General,

E. B. DREW. Commissioner.

Custom House. Canton, 7th June, 1897

PERSEVERANCE LODGE.

OF HONGKONG, No. 1,166. REGULAR MEETING of the PER SEVERANCE LODGE will be held at the FREEMASONS' HALL, OF WED. NESDAY, the 16th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th June, 1897.

PUBLIC AUCTION.

THE Undersigned has received Instructions to Sell by PUBLIC AUCTION for Various Accounts, TOMORROW

(FRIDAY), 11th JUNE, 1897, Commonding at 2.30 P.M., at his Sales Rooms, Zetland Street, No. 2, A LARGE QUANTITY OF USEFUL HOUSEHOLD FURNITURE, Comprising :-

DRAWING-ROOM SUITES in TAPES TRY, CENTRETABLES, SIDE TABLES, WRITING DESKS, WASHING STANDS. ICE-CHESTS, SIDEBOARDS, DOUBLE and SINGLE IRON BEDS, CHAIRS, DOUBLE and SINGLE WARDROBES WHATNOTS, CUTLERY, LAMPS, ELEC TRO-PLATED WARE, GLASS WARE STOVES, BATH-ROOM REQUISITES, On View from THURSDAY, 10th inst.

Catalogues issued prior to Sale. TERMS OF SALE-As Customary. PAUL BREWITT, Auctioner. Hongkong, 10th June, 1897.

PUBLIC AUCTION.

VALUABLE HOUSEHOLD FURNI TURE, COTTAGE PIANO, FINE ENGRAVINGS, PIC-TURES, &c.

HE Undersigned has received instructions PUBLIC AUCTION,

SATURDAY, the 12th June, 1897. commencing at 2.30 P.M. at No. 33, WYSDHAM STREET. THE WHOLE OF THE VALUABLE HOUSEHOLD FURNI

TURE, CHIEFLY OF MARINBURK

MANUFACTURE. Comprising :-HALL FURNITURE, DRAWING. ROOM SUITE in SILK BROCATELLE and PLUSH, CONSOLE GLASS, BE-NIFICENT AMERICAN MADE HEAV. ILY GILT MIRROR, CANTON BLACK. WOOD, Very Fine ENGRAVINGS and PICTURES, PLAQUES, BRONZES CLOCKS, ORNAMENTS, STANDARD LAMP, INDIAN CARPETS, STAIR CAR-

PETING, LACE CURTAINS, FENDERS ONE COTTAGE PLANO, by A. H. HOFF in very Good Condition. FINELY CARVED TEAK SIDE. BOARD with Bavelled Glasses, DINNER WAGGON, DINING TABLE, MOROCCO COVERED DINING ROOM SUITE, DIN. NER and DESSERT SERVICES, ELEC. TRO-PLATE and GLASS-WARE, CUT. LERY, PANTRY REQUISITES, &c., &c. TWO DOUBLE BRASS BEDSTEADS with WIRE and HAIR MATTRESSES WARDROBES with SINGLE, DOUBLE TREBLE GLASS DOORS, Several MAR. BLETOP BUREAUS or DRESSING TABLES with GLASSES, MARHLETOP WASHSTANDS and SETS. LADY'S 21st, 1896.

ROOM FURNITURE. &c. BATH-ROOM REQUISITES: Catalogues issued prior to Sale. On View from PRIDAY, the 11th June. TERMS OF SALE :- As Customary.

DESK, SADULT BAG EASY CHAIR and

COUCH, SCREENS, SUNDRY BED.

GEO. P. LAMNERT. Auctioneer. Hongkong, 10th June, 1897.

FOR WEST RIVER PORTS. (Kongmoon, Kanchuck, Samshul Shul-HING, TARRING, and WUCHAS)

"WINGTONG will be despatched as above TO-DAY, the 10th | a807] inst, at 1 P.M. For Freight or Passage, apply to

HE Steamship

BUTTERFIELD & SWIRE, Agents. Hongkong, 9th June, 1897.

FOR SHANGHAI.

HE Steamship "LOONGMOON,"

Captain F. Schulz, will be desputched for the above port TO MORROW, the 11th inst., at For Freight or Passage, apply to SIEMSSEN & CO.

Hongkoug, 9th June, 1897;

South Africa in connection with Indo-China Steam Navigation Co.'s forbightly service hence to Calcutta. Spilings from CALCUTTA for CAPE POLTS every fortnight.

During the TEA SEASON the following

DIRECT STEAMERS will load, commencing at FOOCHOW, vis ;

PONGOLA, loth June . and 1st Oct. CONGELLA, 25th July and 5th Dec. For freight and further particulars,

DODWELL, CARLILL& Co., General Agents for China and Japan. Hongkong, 1st February, 1897.

INTIMATIONS.

NOTICE.

WHAVE this day established myaelf as a SBARD and GENERAL BROKER. GEORGE KIRRPATRICK, 39, Quem's Road. Hongkong, 9th June, 1897.

ARTIFICIAL TEETH.

HEAP sots of TEETH from patients' own wax impressions. Instructions sent. T. H. STEPHENS, DENTIST, SINGAPORE. NOTICE.

JIHE Undersigned beg to inform the residente of Hongkong, the Peak and Kowloon that they intend to OPEN a STORE from the 20th inst. with a full stock of ENGLISH FRESH OILMAN'S STORES from Mossia Crosse & Black well and J. T MORTON: also SPIRITS, WINES, and BEER of the best selections, and fresh INDIAN CONDIMENTS of the best Bombay make; also STATIONERY and SUN-

M. N. JAMSETJEE & CO. Parsee Provision Dealers, No. 19c, Hollywood Road. Hongkoug, 9th June, 1897.

THE FINAL DIVIDEND for the Year 1896, at the Rate of FIFTY CENTS per Share for FIVE Per Cont. on the Capital of the Company, making TEN Per Cent. for the Year) is payable at the Hungkong and Shanghai Bank, Hongkong, on and after this date, the 25th May, 1897, on Warrants to be obtained from the undersigned. Local Share- N. B. J. holders are requested to apply at the Company's IVA

A. S. WATSON & CO, LIMITED.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date. A. H. MANCELL,

Hongkong, 25th May, 1897. THE GREEN ISLAND CEMENT CO. LIMITED

NOTICE is hereby given that an EX-TRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the Com-PANY'S OFFICE, No. 9, PRATA CENTRAL, OR FRIDAY, the 25th June, 1897, at Noon, when the subjoined Resolutions, which were passed at the Extmordinary General Meeting of the Company held on the 5th June, 1897, will be submitted for confirmation asspecial resolutions.

(1) That the Capital of the Company be increased to the sum of \$500,000 Hongkong Carroney by the issue of thirty thousand new shares of ten dollars each to be issued at a premium of ten dollars each, such price of ten dollars each and also such promium of ten dollars each to be payable in such amounts, at such times and on such conditions as the General Monagers shall from time to time deter-

(2)—That twenty thousand of such new shares be offered to the persons who on the 1st day of July, 1897, shall be the registered shareholders of the old or existing shares in the proportion of one now share for every old or existing share and such offer shall be made by a notice epocifying the number of new shares which each such registered shareholler shall be cutified to take up and limiting a time within which the offer if not accepted in writing will be deemed to be not accepted, and all non-accepted shares shall be disposed of for the benefit of the Company on such conditions as the General Managers shall determine.

(3) - That the remaining ten thousand new shares be allotted to the general managers, who have guaranteed to apply for and accept that number. SHEWAN, TOMES & CO.

General Managers. Hongkong, 7th June, 1897, THE GREEN ISLAND CEMENT CO. proportion of Crown Rent of £3 98. LIMITED.

F Victor H. DEACON, Notary Public. horeby certify that on this 8th day of June, 1897, the DEBENTURES bearing-tho. VELLED OVERMANTELS, ONE MAG. Numbers set out below were duly DEAWN for Redemption by me at the Registered Office of the Company in Hengkong.

NOS. OF DEBENTURES.

26, 82, 37, 40, 50, 62, 74, 90, 96, 99, 101, 102, 110, 126, 129, 153, 190, 192, 198, 199, 200, 201, 211, 213, 216, 235, 236, 243, 250, 254, 267, 321, 352, 365, 371, 376, 383, 389, 395, 410, 419, 428, 433, 443, 457, 459, 483, 487, 496. Dated this 8th June, 1897.

VICTOR H. DEACON, Notary Public, Hongkong.

EQUITABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES

is the STRONGEST COMPANY of the in the World .- The Bullionist, March

STEELING. £45,000,000 ASSETS Exceed. SURPLUS Exceeds 9,000,000 ANNUAL lncome 9,377,000 The Guaranteed Cash Value Policy. Definite Cash Values.

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Send or apply for particulars to— SHEWAN, TOMES & CO., General Agents, HONGKONG

AUCTIONS.

GOVERNMENT NOTIFICATION No. 221.

HIG following Particulars and Conditions of Sale of CROWN LAND by PUBLIC. AUCTION, to be held on the spot, on MONDAY, the 14th day of June, 1897, at 1 P.M., are published for general information. By Command.

J. H. STEWART LOCKHART, Colonial Sporetary. Colonial Secretary's Office, Hongkong, 29th May, 1897.

Particulars and Conditions of the Letting by Public Austion Sale, to be held on MONDAY the 14th day of June, 1897, at 4 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land; in the Colony of Hongkong, for a term of 999 years.

PARTICULARS OF THE LOT

Begistery No.	Locality,	N.	10	endi endi ient	re•	Contrats in Square it.	Annual Ecut.	Uplet Price.
Inland Lot No. 1,416	Bowen Read, North of Filter Beds	815		208	et. 380,10	L61;000	\$	\$ 14,490

PUBLIC AUCTION. M. ARMSTRONG has received instructions to Sell by

FRIDAY, the 18th June, 1837 at 3 3.M. ON THE PREMISES

PUBLIC AUCTION.

The following properties :-LOT 1-All that PIECE or PARCEL of GROUND situate at Victoria, Hongkong, reristered in the Land Office as Section X of MARINE LOT No. 90 together with all rights privileges ensements and appartenances, hereto belonging or apportuning and the messuage and premises thereon known as No. # WILMER STREET held for a term of 929 years from the 4th August, 1855, No Crown Rent has been paid by the Vendor in respect of these premises for the last 5 years. LOT 2-All that PIECE or PARCEL of ROUND situate at Victoria, Hongkong, reristered in the Land Office as Section G of MARINE LOT 91 with all rights privileges esements and appartonances and the messuages and promises thereon being No. 211 and 213 QUEEN'S ROAD WEST, now held for the residue of a term of 999 years from the 4th August, 855, subject to an annual proportion of Crown Rent of £2 15s. and subject to a right of way ever such portion of the said Lot as forms part of TEE MEE ALLEY.

LOT 3-All that PIECE or PARCEL ROUND situate at Victoria aforesaid registered in the Land Office as Section I of MARINE LOT No. 91 with all rights, privileges, easements and appurtenances and the messuages and promises thereon known us No. 2, 4, and 6, TEE MEE ALLEY held for the same terms of years as Lot No. 2 subject to so unnual portion of Crown Rent £3.8s. LOT 4-All that PIECE or PARCEL of

WNOUID altered at Vietness stayonald and an gistered in the Land Office as sub-section I of Section K of MARINE LOT No. 91 with all rights, privileges, easements and appurtonances and the messuages and promises thereon known 108 No. 16, 18 and 20, TEE MEE ALLEY held for the same term of years as Lot No. 2 subject to an annual proportion of Crown Rent.

LOT 5-All that PIECE or PARCEL of ROUND situate at Victoria aforesaid registered in the Land Office as Section M of MARINE LOT No. 91 with all rights, privileges, easements and appurenances and the

bessuages or tensments thereon known as Nos. &c. IN TWO QUALITIES. 133 and 134, PRAYA WEST, held for the same form of years as Lot No. 2 subject to an annual All the Lots are sold with immediate possess-

Further Particulars and Conditions of Sale may be obtained of Messre, DEACON & HASTINGS, 35, Queen's Road. Vendors Solicitors. and of

J. M. ARMSTRONG. Auctioneer. Hongkong, 4th June, 1897.

POWERFUL NEW ROMANCE OF LOVE AND ADVENTURE,

ME ERNEST GLANVILLE AUTHOR OF "THE LOST HEIRESS." "THE FOSSICKER," " THE GOLDEN BOCK," "A FAIR COLONIST," &c., &c.

The Title of the Story is THE LOVER'S QUEST!

and the Opening Chapters appeared in the Hongkong Dally Press on 5th JUNE. Hongkong, 31st May, 1897.

NOTICE. FOR SALE

WOOD'S CELEBRATED VIC-TORIAN BUTTER ("COW BRAND" in 1 lb., 2 lb., 5 lb., and 10 lb. Tins,

in QUANTITIES OF NOT LESS THAN ONE CASE. Smaller Quantities may be obtained at the TYSING, KWANTAI, NAMHINGLOONG end all the principal Ship's Compradores, Harket, and Prevision shops. GEO. P. LAMMERT.

Sole Agent for HONGRONG. the COAST of CHINA and the PHILIPPINES. Hongkong, 1st June, 1897.

PTPTO-FER (JAILLET) The Great FRENCH SPECIFIC for Indigestion.

PASTEUR TONIQUE The most Valuable and Agreeable of TONIO WINES. Agents for the well-known Japanese Table Water

FLETCHER & CO., THE PHARMADY, 23, QUEEK'S ROAD CENTRAL.

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In China and Japan for the above Line fore we respectfully invite inspection and comparison to all. We have the finest equipped gallery of LADING for all the principal ports in South Africa, in connection will be a specialty of the connection will be a special to the connection will be a special to the connection will be a special to the connection and comparison to all.

To day every little town has a " photographer," for a child can make a photograph, but it requires practical experience and artistic skill to produce high class work. The best photographs have BRILLIANOY without hardness.
SOFTNESS without being fat. Perfect gradation of light and shadow.

Artistic rendering. We claim that our work possesses all these qualities. VIEWS OF HONGRONG AND NEXGEBOULHOOD. DEVELOPING, PRINTING, &C., FOR ARATEURS.

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Have been Shippers to China for nearly 75 years. Their Brands are favorably known all over the World.

Al QUALITY COGNAC, Distinguished by 4 STARS on the label. Price \$20.50 por I dozen bottles.

VERY GOOD COGNAC Somewhat younger than the above. Distinguished by 2 Brates on the label. Price \$15.00 per I dozon bottles.

"PALL MALL" WHISKY. Eleven years old, very fine quality. Each bottle bears an amlyst's cortificate. The quality is guaranteed. Price \$18.00 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patentel Bottles. Price \$9.75 per | dozen bottles.

INVALIDS' CHAMPAGNE.

A Natural, i.e., a Brut, Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but \$20,00 per oneor, quart bottles.

INVALIDS' PORT This Wine is old; soft, and delicate, We strongly recommond it.

Analysed and Cortificated by Professor Cassall Price \$18.00 per 1 dezen bottles .-

DOURO PORT, This is a fine quality Wine of exceptionally Price \$13.00 per I dezen bottles.

SHERRIES, AMOROSO. The Earl Misa's shipping. Price \$18.00 per 1 diren bottles. LA TORRE. Price \$15.00 per I dozen bottles. Pure and natural Wine; a tonio,

CLARETS in Quarts and Pints. CHATEAU MOUTON. For a good after dinrer Wine we : recommend this. Price \$28.75 per I dezen bottles. MARGAUX-MEDOC.

LIQUEUR. BENEDICTINE D.O.M. Price 836.00 per 1 deren bottles.

[37

A broakfast Claret.

Price 39.50 per I down bottles.

Agents-SIEMSSEN & Co., HONGKONG. A STRIKING SUCCESS!

ANT BHADE. MAYPOLE SOAP DUT OR FADE.

DOES NOT DYE THE HANDS For Dyoing SILES, SITINS, COTTONS, FRATRICES, LACE, WOOLLEN GOODS, OF MIXTURES of COTTON and WOOL &c., Such as Blouses, Dresses, Underlinen, Ribbons, Children's Frocks, Pinafores, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Glores, Stockings,

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Sole Agents for Hongkong and Chius,

WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road Central. UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, UNITED ASBESTOS COMPANY, LD., LONDON, Pionsers of the Asbestos Trade. Contractors to H.M. Government and the Principal English Indian Colonial, and

The Best Qualities of ASBESTOS and RUBBER GOODS for the Very Highest Pressures. Cheaper Qualities for Low Pressures. The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy. The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mulhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat,

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Torpedo-boat, and Transport in H. M. Sorrice. "SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks; Pipes, SPECIAL QUOTATIONS FOR QUANTITIES. Superintendent: THOS. SKINNER.

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JUST RECEIVED. LINEN COLLARS, SUMMER HOSIERY. FELT SUN HATS, &c. &c.



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W. & T. AVERY'S WEIGHING APPARATUS. JUST RECEIVED.

PLATFORM SCALES (No. 112) of the most approved pattern and THOROUGHLT ACCURATE. Without doubt these are the best PLATFORM SCADES in the market Mounted on Wheels, with strong back rails for weighing sacks, &c., CONSTRUCTED ENTIRELY OF IRON, FITTED WITH RELIEVING GEAR, which. entirely secures all the knife edges from wear when out of use,

Weighing up to 600 lbs. and 5 Piculs. Price \$65. The "STANDARD PLATFORM SCALES." Designed specially for use in the Colonies. Capacity 400 lbs. Price 235.

THE DISPENSARY

DAKIN'S CARBOLIC BOAPS. 5 per cent., 10 per cent, and 20 per cent. PRICKLY HEAT LOTION. The only EFFECTUAL REMEDY for allaying the Irritation. VICTORIA DISPENSARY,

Hongkong, 1st June, 1897.

CALIFORNIA WINES

QUEEN'S ROAD.

4 doz. 4 pts.



HONG NAME

YUEN WO

Telephone No. 135

CLARET ZINFANDEL4.60 RIESLING 5.00 HOCK 5,00

These are genuine GRAPE WINES, full bodied, with little saidity. An allowance of fifty cents per dozen is made for the empty i pint bettles when returned to our Godown

GANDE, PRICE & Co., Wine and Spirit Membants, No. 12, Qusen's Road, Central.

INTIMATIONS

THE STANDARD LIFE OFFICE: FFORDS the advantages of Assurance in A large British Company with a worldwide Reputation. The Finds exceed Eight Millions Storling. For full particulars and rates,

Apply to DODWELL CARLILL & Co., Hongkong, 16th November, 1895 ... [2-1528] CUTLER, PALMER

& CO.'S.

PRICE \$9.75 PER DOZEN Brand of Beleated Distillations of the Finest Scotch Whiskies

SIEMSSEN & Co. Hongkong: OUTLER, DALMER & Co. WINE SHIPPERS SINCE 1815. Who lave consigned their Brands to our care for over half a century. Apply to G. C. ANDERSON. Menra JARDINE MATHESON & Co., Hongkong.

Apply to

DORTLAND CHMENT J. B WHITE & BROS. SOLL AGENTS FOR CHINA HOLLIDAY, WISE & CO. Hongiong, 11th April, 1888

HOTELS

And to their friends in Shanghai.

ENQUIRE

TONGKONG TOTEL for particulars of

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REDUCED

AND LODGING RATES

MOUNT AUSTIN HOTE

1.400 feet above sea level.

Telegraphic Address, Excelsion" Hongkong, DODWELL, CARLILL & CO. A.B.C. Code

fa29 | September next.

This HOTEL will be OPEN usual until, at least, the 15th

For Particulars, apply to

The Manager, MOUNT AUSTIN HOTEL. Hongking, 7th June, 1897.

NEW VICTORIA HOTEL ROTISSERIE. MEALS A LA CARTE.

CHOPS, STEAKS, etc., etc., at any time between 7.80 A.M. and 11.30 P.M. MONTHLY BOARDERS at MODE-RATE BATES.

Hongkong, 4th coptomber, 1896. "BOA VISTA" HOTEL MACAO.

MADAR & FARMER

Proprietors.

BEAUTIFULLY SITUATED FAMILY HOTEL WITH UNINTERRUPTED SEA VIEW COURISTS should not miss visiting this famous old Portuguess Colony MACAO is distant 40 miles West of Hong-kong and the trip is made DAILY, except SUNDAY, by the Saloon Steamer "HEUNG SHAN" leaving Hongkong at 2 P.M., connection being made with Daily Steamer Service

to Canton. For Torms, apply MANAGER Telegraphio Address, " Bonvista." THE

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is attracted in some of the loveliest scenery in JAPAN. During the whole of last year the THEEMO. METER WAS NEVER HIGHER than 78 deg. at 6 A.M. HOT IRON BATHS. EXCELLENT CUISINE and CELLAR One and a half hour's Ride from Kobe.

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THIS NEW HOTEL, very prettily furnished, has been OPENED for the Accommodation of Travellers. Every convenience will be found, holding Hor and COLD WATER SERVICE ELECTRIC BELLS, &co. The Situa-tion is the firest in Kohe, being within 100 yards of the Hatoba, and very close to the Hongkong & Shanghai Bank and the Railroad Stations to Osaka and Kioto, Sams and Maiko. The finest WINES and LIQUORS will be supplied from the House of Calbanon, MAC- WORK DRAWINGS prepared, REPAIRS GREGOR & Co., of London and China. MRS. E. D'ARCY, Proprietreza.

SHIPPING.

June 9. AMARA, British str., 1,656. Kent, Canton 9th June, Ballast .- JARDINE, MATHEson & Co.

June 9, SUNDA. British str., 4,673, S. G. D. Andrews, Yokohama 26th May, General. P. &O, S. N. Co. June 9, C. H. KIAN, British str., 935, C. B.

CHINESE June 9, PAKROY, British str., 1,248, A. Stott, Wuhu and Chinking 5th June, Rice.— BUTTERFIELD & SWIRE. June 9, PEIYANG, German str., 953, R. Kohler,

Wuku and Chinking 3rd June, Rice,-STERREEN & Co. June 9, San Joaquin, Spanish str., 330, Julian de Sturrieta, Manila 6th June, Sugar, &c.

AT THE HARBOUR MARTER'S OFFICE. 9TH JUNE. Possidon, Austrian str., for Singapore, Pakshan, British str., for Snigon. Taisang, British str., for Swatow. City of Polsing. Amr. str., for Amoy. Chunsang, British str., for Singapore. Empress of China, British str., for Shanghai. Bygdo, Norw. str., for Nagasaki. Esmeralda, British str., for Manila. Amara, British str., for Saigon.

Kanagawa Maru, Jap. str., for Singapore.

DEPARTURES. June 9, Mereroo, Chinese str., for Conton. June 9, CLARI, German str., for Haiphong. June 9, NANCHANO, British str., for Bugon. June 9, AMY TURNER, American ship, for

June 9, DAPHNE, British cruiser, for Shanghai. June 9, Empress of China, British str., for Vancouver. June 9, Hongkong, French str., for Halphong. June 9, Sydney, Fronch str., for Europe. June 9, Byone, Norwegian str., for Nagasaki, June 9, ESMERALDA, British str., for Manila.

June 9, THALES, British str., for Swetow.

Per Sunda, str., from Yokohama for Hong. kong-Massra P. O. Leonard and C. P. O. Holland, For London-Mr. E. W Rutter.

Per City of Peking, str., for Shanghai Mr. H. J. Searles. For Nagasaki Mr. L. F. Shaffer. For Yokohama-Messrs. D. G. C. Johnston, C. Jeremissson, and C. F. Smith. For San Francisco-Mr. E. E. Mavefordato. Mr. and Mrs. Chas. Roid, Mr. A. Lewis, H. Stains, For Victoria—Mrs, and Miss Ma Po. For Band—Mr. D. F. O. L. Cont. F. R. Loveband, For Scattle—Dr. and Mrs. H. O.

Mrs. Bertin, Mr. A. Burke Houan. For Havre from Yokohama-Mr. Bertin. Per Occurien, str., for Shanghal-Mesers, -Mr. Chaine. For Singapore-Messrs, W

Singupore Messrs. Caraton, Tokowa, and Gillard. For Margoilles—Messrs. Chantre, Forest, MacKenzie, Thomson, Le Heno, and Miss Grioznova Per Kanagawa Maru, sta., for Singspore-Mr. Shiral. For Marseilles Mr. S. Snyemori, Dr. T. Takagi. For London-Miss Hewat, Capt. Hewat, Miss Pallister, Messrs, T. Simpson, B. Granves, A. E. Pierson, J. Noble, and S. Naito, Mrs. A. Crawford and 6 children, and Mr. Shi-

Batavia-Mr. Mikkers. From Shanghai for

VESSELS IN DOCK. ABERDIEN DOCKS.

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supervised and SURVEYS undertaken Telegrams: "CARMICHAEL," Hongkong. Hongkong, 1st June, 1897. [1282]

June 9, Fushun, Chinese str., 1,504 W. H. Lunt, Shanghai 6th June, General.—C. M.

Maddox, Singapore 3rd June, General.

-OLDER. CLEARANCES.

June 9, City of Pering, Amr. ste, for San.

June 9, FUSHUN, Chinese str., for Canton. Juno 9, KANAGAWA MARU, Jap. str., for S'pore. June 9, PAKSHAN, British str., for Snigon. June 9, Poskidon, Austrian str., for Trieste. June 9, Taisang, British str., for Swatow.

PARSENGERS

From Stanghai for Hongkoog-Mr. Blabon. For London-Mrs. Hughes and two children, Mrs. Fergusson, Miss Fergusson, Mr. Fergus. son, Miss Gilmour, Mesers. Rhodes and Probat. Per Thales, str., for Swatow-Rev. Engen

Per Empress of Clina, str., for Shanghai-Messrs D. Santar, Wong Pak Hin, Wong Hong Po, and Hen Qua. For Nagasaki - Messre. H. Q. Palmer and De Noma. For Yokohama-Messrs, T. Henley, R.N., W. H. Pollett, R.N., Mrs. Palett, Mrs. Galloway, Mesers. N. J. Edo and J. Mackertoom, For Vancouver, B.C.-Messrs, H. L. Hulbert, V. D. David, and W. Noyes. For Kingston, Out.-Rev. W. A. Niles, Miss M. W. Niles. For New York-Mr. Jeromissen. For Philadelphia-Mrs. Tam I. Kam. For London-Messrs. Percy Williams, J. S. Ocoper, and Cheong Hoy. For London from Yokohama—Capt. and Mrs. Bayley, Mr. and Mrs. Fedwick. For Paris from Yokohama—

Jes. Reynolds, Tam Wa, J. Kebeta, and S. D. Weingberg. For Yokohama-Messrs, Bauges, Leon Platter, and Li Lai Lang. Per Sylney, str., from Hongkong for Saigon .- Mr. and Mrs. Defent and 3 sons. For Singapore-Messrs. F. Ulimanu, Geo. Werle, Kin Tai Loong, and Rev. Kromer. For Batavia— Mr. and Mrs. A. Hector. For Samarang—Mr. and Mrs. Th. van Vloten. For Marselles— Messrs. J. Speedie, Thos. Lant. F. J. F. Bedford, and G. Prian. From Yokohama for Saigon Vinnings and Joseph. For Colombo-Major Boothby and Mr. Toke. For Port Said-Mr. and Mrs. de Sonow and child. For Marsellles -Mesers, Yabo and Okeda: From Kobe for

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Hongkong, 15th April, 1897. ONLY communications relating to the news columns should be addressed to The Boston.

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The Brily Press.

HONGKONG, JUNE 10th, 1897.

Ir may be at once granted that there is not in the English army any unit which gives to the looker-on a more thorough feel- the Pathan arrived at Tacoma from Yokohama A very short time elapsed, when news of this termanitzburg I was sitting on the form outside ing of satisfaction than that of a mountain battery. We have at present in the army three types of mountain batteries, viz., purely European batteries, where the gunners and drivers are all Europeans; mixed batteries, where the gunners are mound a ricksha coolie at the Police Court commenced against the Malays. As near confinement in Hongkong civil prison he had a Europeans and the drivers natives; and, finally, purely native mountain batteries, where the whole personnel except the officers are natives of India. In each case the mountain guns are carried on saddles of the defendant, who refused to carry him and special construction placed on mules of a ran away. The Magistrate inflicted a fine of strong build. In some batteries screw guns are used in which the gan is divided near the centre into two pieces, carried on separate mules, and the pieces screwed together before bringing the guns into after much time, labour, and money had been action. The ammunition is carried in leather ammunition cases, and these also are placed on mule back and carried with the guis even over many of the higher well be said that a mountain battery can go anywhere and do asything. No peak seems too rugged and no declivity too steep 10 am, on Tuesday until 10 am. yesterday. for the sure-footed animals, and the splendid | was 5.14 inches, nearly the whole of which fell bamen that form the personnel of these battories are quite unmatched in any other teries on the line of march always best the infantry in point of speed, and when, during the course of a long and weary day over the Afghan bills the troops are dend bent and exhausted, nothing can be so inspiring as to see the mountain batteries come awinging and jingling along, as

fresh as paint after many a weary mile. In the unceasing wars that are carried on round our North-Western Indian Frontier the mountain batteries are ever on the move. and ton years in such a service will enable an officer to see more of war than a life-time in any other branch of the service.

We may at once say that for the mountain compaigns round the Indian frontier the antediluvian band-rope draught as used leader. It should be added, however, that Pre- pany were turning off Queen's Road to the immediately released, and he has decided to go by the Hongkong Volunteer Corps would be absolutely useless. It breaks down the to wear, and he attended the dinner in his or- was soon driving past, taking his evening out staff of a daily paper published in the French men, and exhausted gunners wearied by dinary clothes.

mere goolie work can never be accurate. layers of guns. The whole of the equipment and working-male management of the mountain batteries is clearly defined in special regulations easily mastered and of wondrous simplicity. Mules themselves are not essential, for the Afghan mountain artillery that did such damage to us when Ayous KHAN attacked Bunrows at Maiwand were not provided with mules but carried the guns on stout zabaes, that is, the thick-set cob-like ponics of the Afghan land. Ponics equally valuable for this work could be found no doubt in Northern China, and it would be an interesting experiment to scon section of two guns of "Carrington's Own" so equipped. For service over Hongkong bills and Kowloon mountains a mule or pony battery would be a splendid unit, and it would be an honour and a physical test of no mean standard to be able to serve in such an organisation, for the strength required to lift the gans into their special resting place on the gun

saddle is considerable, and if ever such a

buttery is raised in Hongkong only the most

physically fit of our Volunteers could be

admitted to it. In England when a Volunteer Carps determines to organise a position battery of artillery equipped with horses it receives a special grant of £100 per annum to hire horses for this work, and it parades with them four times each year. Fancy having the pick of Mr. KERNEDY's stable from which to choose mounts for the guns, and fancy the sigh of relief when our wearied Volunteers find themselves relieved from the pulleybauley work they now perform! Buch experiments should begin quietly, and only with a single gun, and by following closely on the Indian system. The drivers would be Chinese mafoos, dressed in a simple dress and practised at frequent intervals in their work. As the guns are dismounted when in action and the ponies are taken some distance to the rear no great trouble should exist in getting animals that will stand the noise of the discharges. Hongkong Volunteering is to-day a small affair, and we may well say that it is handicapped if in a trying tropical climate hands have to be used to drag guns, while at the same

nothing more." The "Ben" Line steamer Benlawers, from Autwerp and London left Singapore on Sti inst, for this port.

time on every Indian frontier post there are

perfectly equipped mountain batteries which

simply need to be copied-" only this and

The steamer Frey, from New York, left Singapore yesterday morning and may be expected here on or about the 15th instant.

The N. G. I. steamer Letinbro left Bombay for this port on the 8th instant; and may

expected here on or about the 26th instant, A Customs notification defining the routes to be observed by vessels entering and leaving the West River will be found in our advertisement

At the Hongkong and Shanghai Bank, the German Club, the Clock Tower, the Post Office, No Credit given for Bottles that look dirty | the Hongkong Hotel, the New Victoria Hotel,

> We learn that Mr. Bruce Hart, the son Mr. H. F. Merrill, who with Mr. F. E. Taylor, now. attends the Conference as representative of the alleged Imperial Chinese Post Office.-China

Mr. Sam Marks, who had charge of a skating Correspondents must forward their name and address | Wharf and the fare is most reasonable. Further particulars will shortly be advertised.

Ladies and gentlemen are reminded that the No anonymously signed communications that have last of the preliminary practices of Hallelujah Chorus and the other music to be sung at Happy Valley on the 22nd inst. will be held this evening at 5.30 p.m. at the Union Church, Mr. Geo. Lammert being conductor and Mr. Grimble presiding at the organ.

passengers were injured, some seriously, but fortunately no lives were lost,-China Gazette.

The following movements of the N. P. S. Hongkong via usual Japan ports.

a ricksha. In the present case he called upon

The China Gazette of the 5th June says :-The attempt to raise the Birkhall wrock has resulted somewhat similarly to that of the dredger Anding, which, as our readers are aware, speat, sank and had to be partially blown up. but a few days ago a couple of cables parted again, causing the two pontoons to list to a side, made, and the work will be given up.

The minfall recorded at the Observatory from twoen three and five o'clock yesterday morning and the level of the water in Tytum reservoir was raised 4 ft. 6 in. A good deal of this rapid branch of the military service. Such bat rise must be attributed to the eastern catchwater, and when the western catchwater is also completed we may hope that water famines in Hongkong will be a thing of the past. Another effect of the heavy min was to wash a large quantity of sand from the Parade Ground into Queen's Road, blocking up the side channels and causing the street to be flooded. The sand was speedily cleared away by a gang of

One of our Members of Parliament not long

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS." LONDON, 7th June. TURKEY AND THE POWERS. The Porte in a memorandum to the Ambas sudors justifies its own conditions of peace, viz. the re-autoxation of Thessalv, the abolition of capitulations, and the war indemnity.

NEW RUSSIAN LOAN. The St. Petersburg and Moscow banks will, on the 10th metant, open subscriptions for 4 per cent, bonds to the erent of fifteen million credit coubles for the Elast Chinese railway loan at an

SPAIN. At the request of the Queen Regent the Canoras Cabinet resumes Office.

GREECE AND CRETE. Fifteen Grook Volunteers who were return ing to Crete to persuade the Cretaus to continue hostilities were arristed before landing.

DIAMOND JUBILEE SUBSCRIP-

The Hon. Tressurer bogs to acknowledge with thanks the receipt of the following con-Already acknowledged Hongkong Police Force

Hon. F. H. May, C.M.G.

REMINISCENCES OF AN OLD SOLDIER.

Mr. J. Griffiths, music teacher, 14, Portland Avanue, Liverpool Street West, Salford, Manchestor, late Bandsman of the 99th Regiment. writes us us follows :-

Can you find a place in your valuable paper to insert the following letter, which might be residents in this latter place.

served with me in China during the years the trees, and accordingly climbed them and Settlements. In September, 1895, Mr. Norton-1860/1864, I hope will accept my sincore made a raid on the nuts, and began eating Kyshe received his present appointment. wishes that their health and finances will allow them, when one suddenly exclaimed he had them to celebrate with enthusiasm the Diamond great pain, placing his land on his stomach; Jubilee of Her Gracious Majesty Queen then the others complained, and gave evident Victoria, on the 22nd of June next.

say the thoughts that often occur to me occur requisitioned, who ordered these nut eaters to them, namely, how many of the old "Pulton" to be carried to his quarters, and they soon who served in China are still alive, and I often recovered under his treatment, but these poor conjecture how many live under the shadow of fellows gave nut trees, castor oil mute in partic-Victoria Peak or elsowhere. For my own part plan, a very wide berth after their never-to-I have not met with one in England for many be-forgotten experience. years. Should there be any still living in Houghour please communicate with me.

when they were stationed in Canton (for about | made, the grass having been pulled up for the 12 months) and if my memory is right, we purpose. There had also lisen built a number received four or five drafts from the depot of wooden hats on the hill overlooking the during our stay in Hongkong. Notwith village and the barbour, and these hats we standing this, we left Kowloon or Hong- occupied, but our fellows suffered so much from kong, officers and men, adl told, only 471. We passed through doep waters out there, to go under canvas, and the tents were pitched

Victoria Pak has a clear space in my memory, coupled with the jolly old Blue Jacket, the signalman. This Peak proved a good place for our poor sick comrades, for they soon became convalescent, although no small job for the palanquin bearers who had to trudge up and down that narrow path, bringing to the Feak our sick men. I call to mind the old building which stood on the side of the hill. where a detachment of the 49th Regt. lay. was in this building that a full room of tho 19th were swept into ofernity, and that without

the slightest warning. I suppose the hills that lay far up beyond the barracks, which in my time were lit up nightly by charcoal barners, have become part and

I still remember many nocks, buildings, and other places, but have forgotten their names. many of them being christened by our fellows presame names and overything else are altered

The Club house on Queen's Road will always be grown in my memory, our services were so often required there, especially during the winter months. Also the place of young John to organise sea trips on Saturday evenings, the oase I will give you. Hoegel was taking his bowie knife into Hoegel and ripped him up, killing him instantly. This act " put settled" According to native dispatches the other day which did not belong to them, either ashere or the presence of our troops and sailors I Colombo and Europe which had an accident occurred on the Peking Tientsin affort. Further, many a leave of absence dashed into by a train behind. Seventy or more the Chineso boutmen, when the poor follows keep them from ending their days in pauporism. were returning to their ships. I know also that in open laylight the Chinese have snatched the war medal from our fellows' coats. This class of thief always wore a false pigtail and Co.'s steamers are notified .- The Pelican ar- | was covered with grease to prevent being rived at Kobo from Tacoma on the 7th inst., caught. Well, to return to Hoegel's death. on the 7th, the Tucoma and Mogul sailed from tragic occurrence was received by our fellows the barrack room waiting for the "fall in" to Yokohama on the 7th for Tacoma, and the in barracks. Immediately word was passed sound, when I was joined by P. Casey, our old Olympia arrived at Yokohama from Tacoma on from room to room, and from the higher to the 7th and was expected to sail on the 8th for lower barracks, for all bands to turn out away about the good things that awaited us (officers and non-coms. excepted.)

Europeans: but they were taught a lesson. The Regiment did not meet, as a body, until Kowloon. ago refused to don Court dress. Now we see they all returned to barracks on the morning that Mr. Bailey, the leader of the Democratic of the third or fourth day. I do not remember conventional evening dress possess a significance order, and to proceed to Kowloon. This was a inheritance. that they might not otherwise have, and it will surprise to us. Nevertheless we packed up be interesting to see how for his followers will and by the appointed time were on ear way to subscribe to the sartorial accontrivities of their | the junis. As the last part of the light comsident McKinley assured Mr. Bailey that he right, where a road led to the jetty and where at once to Paris, where he will in future reside, would be welcome in the clothes he preferred the junks were lying in whiting, the Governor having been offered a position upon the literary. ing, and had it not been for the two splendid capital.

greys attached to his brougham that drive would have been his last, for the last part of the ght company dropped their beds and arms and ran after him, but those two grand horses, I

am glad to say, pulled him through, What with disease, Hosgel's and Lonsdale deaths, ernel and outrageous once, and this move to Kowloon, our men wire desperate; for during our stay in Hongkong we suffered much from the many diseases provalent at that time-diseases peculiar to that far Eastern

I remember encoupon returning from Happy Valloy seeing a line of carriages and man people following a hearse. This rather unusua. sight caused me to ask some of the followers who the deceased might be, which elicited the reply that it was Charley Thorn, the actor, who was to have taken his benefit at the Theatre that night of his funeral.

I nover know the number of men we lost the island of Hongkong, but when that order was received for us to go to Kowloon numbered rank and file 471.

In my time there graw on the left hand Barracks path leading from the front gate a curious tree that bloomed only once in every handred years. I saw the tree in full blossom. The flowers were near the top, and I think they were large and yellow, but I forget whether this was in the year 62 or 63. was also a very peculiar plant that grow on the esplanade, at the top nearer the right than the left hand corner. The plant, I informed, was called the sensitive plant. I have often put my fingers on its leaves, when the whole of the leaves would immediately, droop. There were also some rare trees in front of General Brown's house and near it; our fellows called them India rubber trees; whether that was the correct name I do not know, as I never made botany a part of my study. I first saw Kowloon in 1860, a

boat building village near the water's edge and opposite the Hongkong Barracks. To the left of this village, and near a awampy piece of land, which ran in considerably, being often covered with water, which was caused by the tide -between these two places stood the Military Stores, a large bamboo building which was guarded by a sentry of the 23rd Native In- besides doing in various ways valuable and lastfantry Regiment. I believe a detachment of the means, I think, of placing some of my old this Regiment was stationed at Kowloon that comrades in arms in communication with mo; year. To the right side of this swamp there admirable reports of cases decided in the Supreme also, it may prove interesting to the people of grow a large number of castor oil trees and Court of the Straits Settlements, which run Hongkong, and Kowloon, should there be any a quantity of other shrubs, and Kowloon gener-into several volumes, are preceded by a judicial ally was fairly covered with grass. Some of history covering a period of over a hundred Any of my old comrades who may still be our fellows, not then knowing the castor oil residing in Hongkong or Kowloon, and who tree, took a fancy to the nate hanging in an excellent index to the laws of the Straits signs of much internal trouble, until one after If there are any of my old comrades yet in the other they dropped out of the trees like so Hongkong, they are not forgotten, and I dare many balls to the ground. The doctor was

We remained in Rowloon about a month, when we were ordered to Canton. That was I often think of the time we had during our in 1860, but after the Malay affair, 1863, an old Fellow of the Royal Colonial Institute stay. Our Regiment was a deal over the strength we found that a parado ground had been and a member of St. Stophen's Club. disease that the doctor ordered the Regiment a little over a mile from the huts, nearer to Kowloon City, which was walled, and was partly on the side of a hill towards the mouth

Each Company had a flag and flagstaff, tents. Upon the death of a comrade the flag. The resume of the report is as follow :was raised half mast, but this was of such frequent occurrence that the officers gave orders. despatch of cargoes was not so brisk in the Jafor all flags to be pulled down:

Some remarkable affairs happened to as period of the year. In Etchin and other locali here. One I shall never forget, namely, the ties, for instance, no despatch of extra cargo complete removal, or carrying off, of a large vessels was needed owing to the unfavourable yield marques tent, of European manufacture, during of rice there, and the consequent decrease of ex-

liberally with Army and Navy pensioners and, Kowloon in 1864, and after a good voyage landed in Durban, South Africa, than proceeding to

On the morning of our departure from Piaassistant schoolmaster. We began chatting in Cape Town, when his conversation suddenly That same evening the men came out, the took a different direction, and this was Hong-Mr. Cyril Holdsworth, of Bay View, sum, sentries also left their posts, and the fight kong. He informed me that during his yesterday for refusing hire. The procecu- as 1 can remember it lasted three days very remarkable warder over him, who was an tor explained that as he was a heavy man- and three nights. In the afternoon of the East Indian. This warder was evidently under his weight was 230 lbs.-'ricksha coolies third or fourth day, not a Malay could be found. some disguise, for he was a man of great usually ran away from him on his approach and It was a never-to-be-forgotten scene. Many of intelligence, spoke with some authority about he always had the greatest difficulty in getting our fellows took their bayonets, not their ritles; European politics, was a good. English scholar, others, their blackthorn walking sticks, which and frequently made use of French and Latin were sent to the Regiment from home; others | during his convenations. "It often occurred had pokers. These men went to the town in to me," said Casey, "that this warder was daylight, hiding their pokers and bayonets up something more than an ordinary Indian, such their sleeves, and waited till darkness came on, as I had seen in India, because his manner and when they were joined by others who brought bearing were those of a gentleman. I was some their rifles. They had to climb over the railings | time during my imprisonment conjecturing who he might be and it occurred to me that he might The fight was a hand to hand one, and many be so and so ; if he was I could identify him of the Malys thought to escape to the boats | by a scar over the left (I believe) eye. The next that lined the beach of the harbour, but so hotly time this warder entered into conversation with After a number of attempts, those working on were they pursued by our fellows that before me I drew near to him and positively there the Birkhall succeeded in raising her a few feet, they had time to push off our men were was the sear." "Well," said I to Casey, "You upon them, killing them off. Some have not named this Indian, and his reply Malays, took the open harbour, thinking greatly surprised me, for he instantly replied and last night one pontoon sank. Now we have to escape by swimming, but here again our that it was that such fiend Nana Sahib, of passes of the Himalayas. Indeed, it may been informed that no more attempts will be fellows were after them, with their bayonets Indian Mutiny fame. This name actonished in their months; whon within reaching distance, me. I believed every word about the warder's the Malay would turn upon the pursuer with superior abilities and about the man, for bis bowie knife, but the bayonet soon finished Casey served with our Rogiment in India at a time when Nana Sahib, together with During the fight, not one of our men was certain marks and descriptions of his perkilled. However, the police (I believe they were son; were fresh in the minds of our Indian mounted) were ordered to fire upon our fellows, troops, and the cut or scar over the which they did, killing poor Lonsdale, and eye was, I believe, the distinguishing mark, wounding others, who, however, recovered. I remember during our stay in China that The Regiment was so scattered about the smallpox was very prevalent, and I here give place looking for Malays that we did not a great recipe for that disease that I have meet once, in a body, during the fight. used for years past, never once failing to cure The fact was, the Malays would not stand the person under treatment within twentyagainst us, whether armed with bayonet, poker, four hours. Recipe -Two ounces of cream of sticks, or stones, but immediately made off tartar; put this into a quart of boiling water; ap to the mountains, our fellows after them. to be kept stirring for 10 minutes; when cold Others, as I stated before, made for the boats, take a wineglass full every half hour. This to some took refuge in friendly Chinese houses, be taken immediately the disease is known. and others were sheltered for pity's sake by This remedy, I hope, will prove of some advantage to the inhabitants of Hongkong and

I am afraid I have already tresposed too far upon your kindness, Mr. Editor, so I conminority in the United States Congress, refused whether the Governor gave the order for us to clude by informing any of my old comrades, I to accept an invitation to dinner to the white quit on the same day we returned to barracks, shall be pleased to hear from them. With best House for the reason that he objected to don or on the day following. At all events, we wishes to all old friends of the Regiment, not ning a swallow-tail coat. From his position in received orders to quit the island, bag and forgetting our special admirers, the Parsons, the House, Mr. Bailey's projudious against beggage, within two hours after receiving the I can truly say God's providence is mine

Oscar Wilde, according to The Road, is to

MR. J. W. NORTON-KYSHE. The Colonies and India, under the heading of "A Distinguished and Meritorious Colonial

Official," publishes a portrait of Mr. J. W.

Norten-Kyshe, with the following sketch of

The recent letter of Mr. Norton-Kyshe apon the subject of the English form of eath having attracted attention both here and in the Colonies, and which we should think ought new finally to settle the point, satisfying even the would-be reformers upon the subject; has induced us, in connection with his important services in the Colonial Department to obtain a record of his career, as well as a copy of his portrait, which we now reproduce as a valuable addition to those of other distinguished men which we from time to time have been able to place before our readers. Mr. J. W. Norton-Kyshe, who holds the position of Registrar of the Supreme Court, Official Administrator, Official Assignee and Land Officer, in Hongkong, began life as a clork in the office of his stepfather, Mr. James Henry Slade, awell-known and highly-respected solicitor, and in 1871 ontered the Colonial Service as clerk to the Procureor and Advocate-General of Mauritius, after previously passing an examination before the Givil Service Commissioner and obtaining a certificate for competency. After holding various other appointments in Manritius. Mr. Norton-Kyshe was promoted in 1880. by Sir Michael Hicks-Reach to the Deputy-Registrarship in Penang. In this position, for the public interests of our country, sub- the fast train, the trancar, the hansom sab, all and in others which he held in the Straits sldes should be granted for a resonable present a certain medicum of danger. But Settlements from time to time, he greatly distinguished himself, gaining encomiums from tipus to the Government to this effect with smaller percentage of fatalities than cycle

and others with whom he served; and after passed, the Diet having been prorogued before a most obliging, and even agreeable invention, either in Singapore, Pening, or Malacca, the to attain the object in view. position of Acting Registrar. Acting Second and Senior Magistrate, Commissioner of the Court of Requests, Coroner, Officer in Charge of the Treasury, and Commissioner of Stamps, ing work for the whole colony, in January, 1892, he was appointed Sheriff of Singapore. His years, and he has also produced two editions of The Colonial Service possesses we are told on good authority, no more hard-working or devoted and conscientions official than this gentleman, who has a lengthy and exemplary record. He is married to the daughter of Mr. Henry Callaway, of Grove Lodge, Portchester, Hants. Paymaster in thief R.N., the reprosentative of an old naval family, and who for some years was private secretary to the late Admiral Lord Alcester. Mr. Norton-Kyshe. whenever at home, has always identified himself with the cause of usefulness to the Colonies. and during his last leave in England took a prominout part in the Debating Society connooted with his college at Cambridge, -118 is

THE NIPPON YUSEN KAISHA.

GENERAL MEETING OF SHAREHOLDERS. A general meeting of sharsholders of the Nippon Yusen Kaisha was held in Tokyo on the 27th May. Some 2,075 shareholders, representing 303,007 shares, were present. Mr. Kondo, the President of the Company, took the Reserve for dividends chair and presented the half-yearly Report Other revenues and Accounts ending on the Her of March, 1897 which stood at the head of each Company's which were taken as read without objection During the balf year ending March 31st the

the night, and that without making the least | ports. Again the exports and imports to and from noise, at least without awakening the sleepers | Osaka and Kobe were stopped for a time owing to beneath it, who numbered about thirty men. the occurrence of floods and the temporary col-We ascertained that the tent had been taken lapse of financial circles there lest autumn. In by Chinese pirates of two different junks, and Kinshin and Corea rice crops turned out very that they had taken it up into the hills. Some | well and as there were large experts the Company only to discover that the pirates had fallen vessels to Misumi, Walcamatsu, Fusan, Chemul out among thomselves for possession of the po and Gensan. As a whole the season under tent, and many of both parties were wounded review was not unfavourable as compared with the same period of past years but the rate of Loaving the huts for the tents was like freight was stendily falling while coal and other jumping out of the pan into the fire, necessuries and stovedoring charges had confor the physical condition of our men siderably risen. In consequence of this the remurdered by the Mulays. The facts of this got so low that only three of the Band ceipts did not sufficiently cover the expenditure of thirty to forty members-myself and at one period. Only at the time when the new opening trip taking place next Saturday at 8 evening walk, and saw two blakes will start from Peddar's quarrelling and that it would end in a big were left to play on parade. Then I went vessels increased and the Company was at peace, when saddenly one of them planged his with sun-stroke, and scarcely a day well. No, It was found, however, that the proportion of I shall never forget Kowloon, nor will any of the rise of commodities was still comparatively my old commanders, if my are yet live. I must higher than that of freight. With respect to to the accounts of all the Malays on the island, here remark that testolalers and temperate the European and American lines the credit men pulled through much better than did of the Company was daily growing and no tionable community; in fact, many of their dark the rollicking community. The few community of cargoes was felt. As for the Endoeds had been fustened on the Chinese, not whom I saw in England many years repean line the Company had in January last only foul muiders, but many of our vessels were ago were suffering, more or less, from entered into an alliance with the foreign Compirated by this race of cutthroats, for which the disease contracted in China. Considering panies navigating between the ports in the Chinese pirates were blamed, although the Chi- the security and great commercial advantage Straits Settlements and Europe whereby gained by capitalists and omigrants through the rate of freight between Singapore and opiue that our Government, should deal more fallen was somewhat recovered. The Great Northern Railway Co., our agents, have been count of some injury to the permanent way, was found a watery grave by the treachery of at all events, allow them sufficient means to making all possible endeavours on our hebalf addition to this, this line has now been extended to Hongkong as was first planned and as convenience and facilities were increased for before the Notherlanda States General, but Pietermaritzburg, where we stayed about two the shippers of carge as well as passengers, fall the Home Government will not admit that cargoes could be secured on each return voyage the planters need is argent. The sugar shipfrom that port. The prespect is rather promising when we take into account the short duration of time since the line to that port was opened Although both the European and American lines are working smoothly the rates in the near future. About the middle of May, of freights are always low and the income does not fully cover the outlay since there are too The quality of the sugar produced is so far many competitors on these lines. Furthermore the expense for these ines is very great, For example, it requires the payment of dues amounting to yen 25,000 for the Tosa-maru to pass the Snez Canal outward and homeward. No fewer than you 150,000 were paid for passing the Canal during the poriod under review. In fact, under the circumstances above stated, both the European and American services cannot by any means be their pleasures by watching the summer and at the previous half yearly meeting the Aust and football-the game of golf very probably cargoes could be secured by outgoing steamers | much "in the clouds" to concern thembut a very small quantity by homeward bound selves about. Exactly the reverse, in all sengers has been increasing in both justances. | whose daily conversation smacks of bunkers, | book of recollections " I have mentioned that

detrimental to the interests of the Company | have just achieved such distinction on the links, force how he next saw the Princess Victoria at

a by for encouraging navigation to foreign gloriously. countries but the Company has thus far able to THE SAFETY OF CYCLE RACING. get a licese only for the Kinshin-mara during the period. There are maky vessels which are | robbed of one of its brightest ornaments by a qualified to fulfill the provisions of the Law. fatal accident, the unfortunate victim being All the new vessels which are new being built A. W. Harris, a rider particularly well-known and will be completed within this year will also | and respected in the cycling world. Full details beable to receive subsidies. When all these have have already been published for the information received subsides the position of the Company of all concerned; these need not be repeated here. will be improved. But this and one or two sug. I should like, however to say a few words as cossive periods will be the hardest time. We must to the safety of cycle racing on properly con-

Clementi Smith, Sir Theedore Ford, Sir Fred- accessity of granting such a subsidy, in trolled machines on the racing track will, BALLINCE SHEET. EXPENDITURE.

Wages and piletage Provisions for passengers and crew ... Charter of resrels nterest of Company's debts Por reserve for repairs From freight and passage:-From rent of thing From balanco of interest From exchange [of cargo ?] From miscollaneous revenues From ravigation bounties From Government subsidy Brought forward from last account This cum is disposed of as follows:--To loss during the season To depreciation of buildings To directors' fees panese and Eastern ports as was usual at this To dividends (10 per cent. per sunum) Carried forward to next account

> THE JAVA SUGAR MARKET. The Balavia Nieuwsblad of the 15th instant reviews the Java sugar markets from a pessimist point of view. Sugar growing there has now allies apon wil days, owing to a heavy fail in quotations, which means a sorious diminution in values which, in ordinary years, have averaged fifty millions of guilders. Prices have so gone down that most planters in Java have suffered considerable losses. It is feared that, should there be no turn for the better soon, a large number of planters will have to give it up. few planters still manage to make a small profit, despite the low prices; but most of the longestablished estates cannot profitably produce sugar at ruling rates. prospects are the gloomier from the slender chance, at present, of matters mending. During the long contest between cane and beet the outlook for cane has hever been so tem having gained the upper hand in Germany and France. The United States, which used to be great consumers of Java sugar, lay more and more hindrances in the way of its importation there. Britain, bitherto, also a good consumer, is, as it were, glutted with best sugar. Optimists hope that, ere long, the Governments which thus protect best sugar will see the folly of it, and will set about abolishing the bounty system. A continunuce of the bounties means speedy rain to most Jova sugar planters. They have turned to the Netberlands India Government for aid, and have asked to be relieved of the sugar export duty in Java. Its abolition will be to thom a gain of nine cants on every picul of sugar. Steps have been tuken to bring the matter ment season is rapidly nearing, but the Home Government cannot yet make up its mind on the matter. Meanwhile the best sugar production steadily increases with no prospect of shrinkage several estates in Java had begun crushing. satisfactory, and a heavy crop is expected.

SPORT AND ANECDOTE. BY AN OLD FOGEY. To the many hundreds of thousands who take vessels despite the fact that the number of pas- probability, are the opinions of the onthusinsts

would gradually be removed now that the prove incontestably the progress made. Golf necessary repairs to vessels have nearly been is indeed a spleudid game for those who cannot completed and the freight has somewhat im- affect the ruder delights of oricket or any of the proved. However, the difficulties accompany- athletic games, and to hard working Parliamoning the foreign services could in no way be get tarians like Mr. Balfour and Mr. Asquith it rid of sh soon. In any big undertaking it is must afford infinite relief and pleasure. Mr. quite common that a large outlay is required Chamberlain," we know, partakes of no exerat the outset and the profits arising therefrom | cise, but there is no knowing what effect a trial could only be resped after a year to two at the trip at golf would have. A match between the earliest. Sometime ago when the opening of Right Honourables A. J. Balfour and J. Chamforeign service was discussed at a general meeting | berlain and the Right Honourables W. V. of shareholders it was pointed out that we were | Harcourt and H. H. Asquith would be quite to be prepared to meet with less and difficulties one of the sporting events of the year. Friat the deginning. The present condition of volity apart, it is conceivable that no one can affairs cannot therefore be regarded as having | possibly suffer from participation in such a sprung up suddenly. There is now established | game. Let us rejoice that it is progressing so Quite recently the racing path has been

overcome the difficulties we are now experiencing | structed tracks as compared with other outdoor with undinching perseverance. This will not sports. In every phose of sport in which holong, however, as we could obtain sublidies so | strength, activity, lissomeness, keeness of persoon as the new vessels are completed. In coption, and calm judgment are called into Europe we find no precedent for granting operation there is bound to be some risk. subsidies to a regular line of steamore, but as There are other risks in everyday life which our European and American lines are necessary | call for neither of the attributes enumeratednumber of years, The Company made applica- | there is no sport I know of that can show a such mon as the late Bir Frederick Weld and the expectation to receive this favour after racing. Here I may remark, parentheti-Sir Thomas Sidgreaves, as well as from Sir April last. The Government, recognizing the early, that the introduction of motor-conerick Dickson, Sir Edward O'Malley, Sir John troduced a bill in the last session of the Diet. in all probability, lead to dire results. The Goldney, Sir Elliot Bovill; Sir J. W. Bonser, To our great regret, bowever, it was not horseless carriage in its proper sphere may be passing a creditable examination in Malay, both | was discussed. The Company is, neverthe but turned loose amongst the cycle races I can collequial and written, and holding alternately, less, prepared to push the matter forward so as conceive of ne greater abomination. This by the way. For a good many years I have followed with more or less keenness the doings of our crack riders, and I can only call to mind some two or three fatal accidents on the track. In England, in America, in Anstralia, and on the Continent some thousands of trained men are competing almost continually, and yet how seldom. one bears of a fatal sceident. One of France's greatest cyclists, a man who had won no end of big prizes, met his death a year or two ago by being 270,955.00 thrown from a horse, and instances of this kind might be multiplied indefinitely. We have all read of the naval celebrity who had been round the world several times meeting his death by inadvertently treading on a lady's dress in going downstairs to dinner. The incident is by no means singular. Now and again, when a bright young life is cut short at our pastimes, some of the nuthinking and inexperienced deem it a duty to read us a stern lesson on the dangers of the field or the river as the case may be. It is a matter for congratulation that we have been spared those sermons over the recent sad accident. Harris, although quite a young man, had achieved very considerable fame on the path, and would probably have occupied a still more important niche in the temple of fame, but for the invasion of the American cracks a few years age. He made the pluckiest possible attempt to sustain England's reputation against Walter Sanger in 1893, but the Yankee was just a little too good for him. To his everlasting credit be it said that no sooner had the competitors at the memorable- meeting at Herne Hill passed the tane and dismounted from their machines than Harris was the first to grasp him by the hand and congratulate him. This was done, too, with an longaging boyish frankness-Harris was only niuetaen then—that went to the heart of every individual present and the crowd sheered and cheered again. As a matter of history, perhaps it may be added that the Leicester rider had previously beaten the American at a mile in a race for the Auditors' Cup at a London county gathering, so that the English boy at least shared the honours. When only seventeen years of age Harris won the five miles championship at Bristol, a feat probably apprecedented on the score of youth. Some day I may return to the doings of the ill-fated Midland rider, for I witnessed many of his most notable races and knew something of his characteristics. AN ANECDOTE OF THE CHARTISTS.

Departing for the moment from strictly sporting topics, I would like to rotall a little anecdote I recently came across in which Dean Clean a name oll Varsity mon will always honour figures conspicuously. It has referonce to the peculiar methods adopted by the Chartists in furtherance of "The People's Charter." I quote the anecdote from the Personal Recollections" of a racy writer, long since gone over to the majority—a worthy soul named Elieger Edwards. Describing the state of affairs in 1838 my authority goes on : " There was evidently some central association at work, for a curious system of annoyance was simultaneously adopted. In all parts of the country the Chartists, in large and wallorganised bodies, went, Sunday after Sunday, thus shutting out the regular congregations. I was present at a proceeding of this kind at Cheltenham. I was staying at 'The Flace, and on a Saturday evening I was told by the landlord that if I wished to go to church the following morning I had better be early as the Chartists were expected there, and the hotel pew might be full. Dr. Close was then the rector, and was a very popular preaoher. I had long wished to law him, and accordingly went to the church with some other hotel guests. Soon after the bells had begun to chime, several hundred of men filed in and took possession of every vacant seat and THE RESTOR'S QUID PROQUO.

"The nisles were so occupied that no one could pass, and there were probably not thirty of the regular worshippers there. There was not a female in the church. The men were very quiet, orderly, and well-behaved. and joined in the responses in a proper manner. The prayers over, Mr. Close ascended the pulpit, and took for a text I Samuel, XII. "God forbid that I should she against the Lord in ceasing to pray for you; but I will teach you the good and the right way." The elequent rector was quite equal to the occasion; he gave them a thoroughly good dressing and his extempore sermoulested for two hours and a half. I watched, during the sermon, the impatient glances of some of the men; but they stayed the sermon out, and went away, hangrier certainly, it not wiser, than when they came." Conscious of trespassing upon extremely thin ice in introducing this characteristic little anecdote, I exempt from loss at each trip. As was reported | winter pastimes beleved of the masses-cricket | refrain from making any comment beyond venturing the remark that the same earnestness tralian service was opened in the beginning of appears to be a very second-rate and ephemeral and real here shown by the young rector was the present season under special direction of recreation, a something not easily grasped or certainly typical of his college days, and, more the Minister of Communications. Fairly large understood, an intengible kind of a thing too over, marked the course he followed so wisely and well in later years at Carlisle. LOOKING BACKWARDS. There is very much in the delightful little

As new steamers are wanted for this line three and trees, and caddies, and the rest of St. I should like to print, but I cannot refrain vessels of about 3,500 toos gross each have | Andrew's jurgen. The fortunate club men who | from giving the author's delightfully breezy already been ordered. Although the steamers have just holed out with an infinitessimal chat about his first glimpses of Revalty. With of this line were to ply between Xokohama number of strokes "is a term under the air full of Diamond Jubilee preparations and Adelaids it has been decided to make Mel- standable of cricketers, billiard players, carsmen; they may not be deemed out of place. Thus has bourne the terminus for the present according etc., and may here be permissible—would say Mr. Edwards written: "It was early summer, to the condition of business, and the suisidy at once that golf is the game to play, every- and I, a boy of fifteen, was one of a group of will be received for that distance. Over a year thing else out o' doors paling into insignificance people who stood in front of a bookseller schopat has passed since the Bembay line was opened by comparison. Somewhere between the two Guildford, reading a copy of a bulletin which had during which considerable loss and difficulties extremes, as usual, we shall be more likely to just arrived : 'His Majesty (George IV.) has were experienced. The vessels of this line are find the truth. In my boyhood we heard little, passed a restless night; the symptoms have not now, however, run under the direction of the if anything of the ancient game, but I am abated." . . . All at once the ball struck up a Minister of Communications and therefore the willing to confess that of recent years it has merry peal, and the Union Jack floated from finance for this service has been placed on a some-forced itself upon public notice in an unmistate the Upper Church tower. A crewd assembled what firmer footing. The Formosan line was takeable manner, and I think it must be added, round the White Heart, and a dozen postalso run during this season under orders from deservedly so. It is pleasant to always find horses, ready harnessed, stood waiting in the the War Office. The Company has been one's self on the side of that rare specimen of street, Presently there was a sound of boofs ordered by the Colonial Department to run a muscular Christianity, Charles Kingsley, when and wheels, and three carringes dashed rapidly steamer twice a month between Kobe, Meji and he chanted those rebust lines of the Nor-caster, up the hill to the front of the hotel. The Kelung, for one year commencing on let April with the never-to-be-forgotten injunction: people waved their bate and shouted. The last. The total number of steamers possessed "Send as out to play!" Any game that tempts glass window of one of the carriages was by the Company at the beginning of this period the politician or the statesmen from the per- let down, and a child's face and uncovered was 54 and their aggregate gross tonnage was petual strife of party for a time that takes bead appeared in the opening: it was the about 96,965. Since then the newly built the brain-weary author from his desk-that Princess Victoria, then eleven years Kanagawa-mara and mine other vessels, bought beguiles an hour at a time when the pressure of old. A mass of golden ouris; a fair from the Government, were added, making the work seems almost overbearing any sport or round face, with the full apple shaped total number of vessels at the end of this period | pastime that gives us the open air and sunshine, cheeks poculiar to the Guelphs; a pair of 63 and their aggregate gress tonnage 130,412. the frosh breezes, the green terf, goes to make bright blue eyes; an upper lip too short to Although as a whole the period under review life sweeter and brighter. The worries of daily cover the front teeth; a pleasant smile and a covers a time when the shipping business was life disappear as if by magic. No need is graceful bending of the tiny figure as the not generally brisk a good result has been there to tempt the appetite with dainty mortels carriage passed away, left dayourable imobtained compared with preceeding years. The of food, spiced and spoiled by artistic chefs-a pressions of the future Queen. She had been Company has, however, however, however, however, however tramp torons the links and the sauce of hanger summoned from the Islo of Wight to be near 163,326 as a big sum of about yen 680,000 had provides the apposite, and then who shall smill her uncle, at whose death, a few days afterto be deducted from the profit account as as good honest beef and a flagon of ale! Golf is a mid a storm of thunder and lightning, such as reserve fund. This is required on account of coming on by leaps and bounds, and I am de had not been known since the night when the losses incurred by the European and lighted that it is so. The proposition is self-American linus, necessary preparations for the evident after the proceedings in the recent annextension of business, repairs to vessels employed tour championship, when all the veterans had to became the Heir Presumptive to the Crown during the late war, additional expenses acknowledge the supremacy of two athletic of England." Such is the delightful pen necessary owing to the ilse of prices of com youths practically unknown out of their own dis- picture this rare old gentleman has left behind modities and other causes. These causes trict a year ago. Messre. Allan and Robb, who him. Further on he describes with graphic

LATE TELEGRAMS.

The following telegrams are from the Rangoon Gazette: THE BRITISH MISSION TO ABYSSINIA

RETURNING. London, 24th May. The British Mission to Emperor Menelik is Mr. C. P. Karberg Mr. C. Kingcome now returning from Abyssinia, and will reach

' Harrar on Thursday next. OBITUARY. London, 25th May: Colonel Edwards, of Nyassaland, has succumbed to backwater fever.

The Colonel Edwards whose death is announced by Reuter, is Lieutenant Colonel C. Miss M. Moreno Lacalle A. Edwards, of the 35th Sikhs, who has dis- Miss C. Morene Lacalle tinguished himself in the operations against the slave dealers in Contral Africa. He was Mr. & Mrs. Barretto only thirty-three years of age and had already | Mr. W. Boffey won two brevets.

MASSACRES IN CONGOLAND. Brussels, 24th May. The reports that serious revolts have taken place among the troops in the Congo Free - State, including portion of Baron Dhanis's expeditionary force, have been confirmed. Six European officers were murdered. Baron Dhanis has collected the troops who

remained loyal and has gone to Nyangwe to Admiml F. Diedericht suppress the disturbances there. Mr. Alex. Donald London, 27th May. Mr. & Mrs. Gray Donald Mr. A. Van Nierop-News has been received that the Congo Master Nigel Gray Donald Col. The O'Gorman troops who lately revolted have massacred Mr. R. P. Duncan twenty white non-commissioned officers of Mr. Dunlop 9-Baron Dhanis's troops besides officers.

MOVEMENT OF TROOPS. Surgeon-Col. Evant Mr. N. G. Evans London, 27th May. The First Battalion Grenadier Guards go to Mr. A. Fleet Gibraltar in the Autumn. Capt. A. C. Galloway THE RED SEA LIGHTS. Mrs. Gallow Ly

Calcutta, 27th May. The Bengal Chamber of Commerce have Colonel Gorges addressed the Local Government on the argent. necessity for additional lighthouses in the Mr. S. L. Gracev lower portion of the Red Sea. The Chamber Mr. T. L. Gracey points out that a short time ago the British Ambassador at Constantinople addressed the representatives of the Great Powers juviting their co-operation in a joint representation to Turkey for authority to construct lights in the particular region referred to, but nothing has since been heard of as a result of this representation. The Chamber urges the imperative accessity of some speedy action being taken in this matter in the interest of the yearly increasing amount of shipping passing through the Red Sea from India, China, and Australia.

NELSON, The Embodiment of the |Sea THE PLAGUE. Bombay, 25th May, The plague deaths for the whole Presidence The Pamirs and the Source of Oxus, by for the week ending May 21 were 860 against 1,249 for the previous week bringing up the total since September to 28,419. In Cutch Mandvie the deaths for the week were 500. Tea, A Text Book of Tea Planting and The Bombay returns to-day show fresh attacks Hausaland, or Fifteen Hundred Miles 5, plague deaths 8, and a total mortality from all causes of 88.

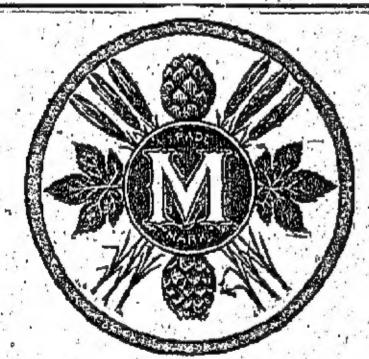
Simla, 25th May. In view of the danger of the importation of disease with the returning pilgrims from the Hedjaz, the British Consul at Alexandria telegraphs that the regulations for arrivals from the Arabian Red Sea ports contained in the Venice Convention of 1893 have been put in Soudan, '90, The Adventures of a War force from the 15th instant. Bombay, 26th May.

The plague returns show attacks 13, deaths 5 and total mortality from all causes 67. THE N. W. PRONTIER.

Simla, 27th May. With the exception of ten Cossacks with a Russian doctor at Karez and ten others with a doctor at Birjand, all the Russian Cossacks recently employed on plague duty on the Perso-Afghan frontier have been withdrawn to. Russian territory and their place has been taken by 150 men of the Persian regiment from Teheran. This should remove what seemed likely at one time to become a serious source of friction.

SHIPPING REPORTS

The British steamer C. H. Kian, from Singapore Ord June, bad light winds and fine weather throughout. Sighted on the 5th a four-masted barque and a four-masted ship, both becalmed.



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T. H. WHITEHEAD, Manager, Hengkong. Hongkong, 3rd June, 1897.

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Hongkong. 16th November, 1872 THENIX FIRE OFFICE. The Undersigned are now prepared to

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J. Y. V. VERNON. Hongkong, 8th June, 1896. ATORTH BRITISH AND MERCAN: TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER,

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62, QUEEN'S ROAD CENTRAL. CHADWICK KEW. (LATE OF POATE & NOBLE). Hongkong, 6th March, 1896.

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MOMFORTABLY FURNISHED C ROOMS, with Board. Apply to Mrs. MATHER, 2, Pedder's Hill.

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WEDNESDAY, 9th June.

COMPANY. I ALD UP. QUOTATIONS. [\$855, seller \$125 184 % prem, -Hongkong & S'hai... China & Japan, pri. Lo nominal £2 nominal Do. defe-red Natl. Bank of China B. Shares £8 528, buyers Found. Shares Peli's Asbestos E. A. £1 :9, sellers Brown & Co. H. G. \$50 (in liquidation). Campbell, Moore & Co. Carmichael & Co. China Sugar 5100 5144, sellers Pakin, Cruicks'k & Co. \$5 ((in liquidation). Dairy Farm Co..... \$5 85. nominal 625 | 12i , sellers Fenwick & Co., Geo.... Green Island Cement...! \$10 |\$40, sellers II. & C. Bakery 850 \$33, buyers Hongkong & O. Gas ... £10 \$110, buyers Hongkong Electric ... \$8 \$8.10. sal. & sellers \$100 \$107, buyers Hongkong Hotel liongkong lo \$25 \$118, buyers H. & K. Wharf & G. \$50 166, blivers 850 \$174, buyers Hongkong Ropa,..... H. & W. Dook \$125 244 p. cl. prem. Insurances ... Canton.... 520 51031, sellens China Fire \$25 \$76, sales & buyers China Traders'

Hongkong Fire North-China 50 1353, buyers C25 Tls. 185, buyers Straits \$20 \$18, sellers \$50 \$227 b, sellers Yangteze I and and Building-\$50 | \$78, buyers H. Land Investment. Humphreys Estate. \$10 k9, sellers Kowloon Land & B. \$30 |\$17, sales & buyers \$40 \$20, buyers West Point Building Luzon Sugar \$100 150, bayers lining-Charbonniges Fcs. 500 \$100, seilers \$2.25, sal. & buyers New Balmoral \$2.30, sellers Do. Preference ... \$1 \$2.50, sellers Uliver's Mines, A....

Punion Do. (Preference). SI \$2.25, sellers 10d. \$25), soles teamship Cors. China and Manila ... \$50 |875, buyers China Mutual Ord £5 L2 Its. Do Pref. £10 E7, buyers Douglas S.S. Co. \$50 | 66, buyers \$15 \$85% buyers H., Canton and M. Indo-Chim 8. N. £10 147, sel'era. \$374 \$431, buyers \$10 \$124 Vanchai Wareh'se Co. Il atsom & Co. A. S. J. Y. V. VERNON, Broker.

OPIUM. New Maiwa (this year's) \$7:0 with all'ance of 5 c New Malwa (last year's) \$780 0 to 3 Old Malwa (2/5 years) ... \$8:10 4 to 11 Enles: - 15 chests Lenares Opinm

THE WEATHER.

CHINA COAST METEOROLOGICAL

KERISTER, 8th JUNE, AT 4 P.M. STATION. Vladivostock Nagasaki 63 | 90 ESE 3 Guizlaff 28.91 29.87 80 91 8E 2 C - ESE 4 0 29.79 81 96 BW 20.11 82 83 E 3 C 88. 70 SE 8.0 Linkong 19.72 97 52 waw 1 c Cape S. James - - BE 3 b 9th JUNE, AT 10 A.M. Władiyostocka Nagasaki Kagoshima

29.59 67 95 ERE 3 emp 72 78 NW 2 0 Sharp Peak 92.93 29.94 75 86 W 1 o 79 - ENE 2 0 Swalow 29.86 Canton 29 90 Victoria Peakl Gap Bock ... 29.87 - ENE 2 -B9 80 BD 29.80 29.85 94 64 an 1 b. Cape S. James. On the 9th at 11.25 c.m. The baremeter has risen in the Bouthern arms and is almost unchanged in the North.

Pressure is probably highest over Japan and it is also above the normal on the China occast generally. In the S. Duri of the China Beatt appears to be in slight defect. Forecast, Moderate E. winds, fair to showery.

HONGKONG REGISTRE Previous . Un date | On date day 4 p.m. | at 10 a.m. | at 4 p.m. Comperature

F. G. FIGG, Acting Directon. Houghong Observatory, 9th June, 1897.

MESSES. FALCONER & Co.'s REMISTER, 9th June Barometer 9 A.M. .. 29.87 Therm. 9 A.M. (Wet bulb) 79 Press Office and the Booksellers. Barometer 1 P.M. .. 29 85 Therm. 1 r.M. (Wet bulb) 80 Barometer 4 P.M. .. 20.80 Therm. 4 P.M. (Wet bulb) 80 Thermom. 94.M., 82 Therm. Maximum 54 Thermon, 1 P.M. .. B4 Therm. Minimum (over-

HONGKONG TIDE-TABLE. 10th to 16th June.

LOW WATER.

Height Hongkeng Height. m 0 28 0 1 10 2 32 a 1 6 7 m 1 0 1 Tokyo Marine Insurance Co., Limited. Wed. 18 n 9 19 5 11 m 2 29 1 6 63 n -2 The heighted mean sec-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the Lower-water Ordinary Spring-Tides, to which datum the Lower-water Ordinary Spring-Tides, and should be another the Tables marked with a minus sign (-) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the Communication above.

[2485] The heights in the Tables marked with a minus sign (-) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the communication above.

[2485] Tables of 1887 and 1888; as 5.87 feet above zero of the tide gauge of the Kowloon Tidal Observatory; and the tide gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the Lover-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and the Lower-water Ordinary Spring-Tides, and should be approximately the tidal observations of 1887 and 1888; as 5.87 feet above zero; and the Lower-water Ordinary Spring-Tides, and the Lover-water Ordinary Spring-Tides and 1889; and 18

HOLL WATER.

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. steamer Rovenna, with the English mail of the 14th ultime, left Singapore on Sunday, the 6th instant, at 4 pm., and may be expected here on or about Friday, the 11th instant. This Packet brings replies to letters despatched from Hongkong on the

8th April THE AMERICAN MAIL. The P. M. steamer China, with the American mail of the 20th ultimo left Yokohama on Sunday, the 6th instant, and may be expected here on or about Monday, the 14th instant. The O. & O. Co.'s steamer Belgic, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Son, Kobo, Nagasaki, and Shanghai, on the 29th pltimo.

THE CANADIAN MAIL. The C. P. steamer Empress of India sailed from Vancouver for Yokohama on Monday, the 31st ultimo. this port.

MERCHANT STEAMERS. The N. P. steamer Olympia left Tucoma on the 21st ultimo. The Austrian Lloyd's steamer Marquis Bacquehem left Singapore for this port on the 4th instant. The P. & O. steamer Brindisi left Bombay for this port on the 3rd instant. The P. & O. steumer Canton left Singapore for this port on the 4th instant at 2 p.m. The "Ben" Line steamer Benlawers, from Antwerp and London, left Singapore on the

8th instant for this port.
The O. S. S. Co.'s steamer Orestes left Singapore on the 5th instant, and may be expected. here on Friday, the 11th instant. The steamer Frey, from New York, left Singapore on the 9th instant, and may be expeoted here on or about the loth instant. The C. N. steamer Tsinan left Port Darwinon the 7th instant, and may be expected here on 16th instant The "Rickmers" Line chartered steamer Cassins, passed the Suez Canal on the 1st inst.

and is due at Singapore on or about the 21st The N. G. I. steamer Letimbro left Bombay for this port on the 8th instant, and may be expected here on or about the 26th instant. PASSED THE CANAL. -

OUTWARD-12th May-Imperatrix, St. Ronald. 14th May-Della. 18th May-Acleilles, Glenorchy, Fortuna. 21st May-Myrmidon, Polyphemus, Priam, Queen Adelaide, Arara. 25th May-Melbourne. 28th May -Malacca, Blue Cross, Lannoz, Senta, 1st June-Chingwo, Maria Valerie, 4th June-Benalder, Tantalus, Annandalo, Milne, Lennow. 8th June-Niobe, Sachson. HOMEWARD-4th June-Hortha, Oolong. 8th Jun-Yangise,

POST-OFFICE NOTICES

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is corrected to a much later hour than that given below.

The Postal Guide for 1898, revised to date will be found in the Ohronicle and Directory, P. XIX. This is the only authorised complete Summary of Postal information published in Hongkong.

PRAK DELIVERY closes at Post Office at

11.80 s.m. and 3 p.m. or in Letter Boxes in the

Care by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m. A MAIL WILL CLOSE. For Bangkok.—Per Kong Beng, to-day, the 10th instant, at 9.30 A.M. For Macao .- Per Heungshun, to-day, the 10th instant, at 1.30 P.M. For Kobe, Yokohama and Seattle,—Per

Matsugama Maru, to-day, the 10th inst., at-3.30 P.M. For Canton.-Per Powan, to-day, the 10th nat., at 5.00 P.M. For Yokohama and Kobe.—Per Onsung, to-morrow, the 11th instant, at 11.30 A.M. For Shanghai .- Per Glangarry, to-morrow, the 11th instant at 11.30 A.M.

the 11th instant, at 3.30 P.M. For Singapore.-Per Sundar, on Saturday, the 12th instant, at 11.30 A.M. For Nagasaki, Kobe and Yokohama,—Per Verona, on Thursday, the 17th instant, at 10.30 A.M. For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne,

For Shanghai -Per Loongmoon, on Friday,

-Per Taiyuan, on Saturday, the 19th instant at 2.30 P.M. MAILS BY THE BRITISH PACKET. The British Contract Packet Kaisar i Hind will be despatched on THURSDAY, the 17th inst, with Mails for the United Kingdom, Europe. and countries bayond, via Brindisi; to the Straits Settlements, Netherlands India, Barmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

8.00 A.M. Posting of Prices Current and Cir-10.00 A.M.—Registry ceases. 10.30 A.M.-Posting of newspapers, books, and 11.00 A.M. - Mail closes. LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M.,

after which hour they may be sent on board with the same late fee.

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet Doric will be despatched on THURSDAY, the 17th instant, with Mails for Shanghai, Japan and San Francisco, the United States, Canada Honolulu, Peru, &c., which will be closed as

4.00 P.M. Registry ceases. 5.00 P.M. Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE GERMAN PACKET. The German Contract Packet Preussen will be despatched on TUESDAY, the 22nd instant, with Mails for the United Kingdom Europe and countries beyond, via Brindisi, to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c. Registry ceases at 7.30 A.M. The mail closes at 8.00 a.M. Late letters till

MAILS BY THE CANADIAN PACKET. The Canadian Mail Packet Empress of India will be despatched on WEDNESDAY, the 30th inst., with Mails for Shanghai, Naga. saki, Kobe, Yokohama, Victoria and Vanconver,

8:30 A.M. with 10 cents extra postage.

10.00 a.m, Registry ceases. 10.45 A.M. Post Office closes, but correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

B.C., which will be closed as follows :-

TOR BALE-A MAP of NORTH

NORTH FORMOSA

FORMOSA, by J. W. PATERSSON,
I. M. Customs Service. NEW Edition. Coloured Price, \$2.00. To be had at Daily Houghong, 26th June 1890. NOW READY.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS JULY to DECEMBER, 1896. With INDEX. Price \$7.50. Hongkong Daily Press Office. Henckong, 20th Junery, 1897.

NATUT RESPONSIBLE FOR DEBTS. Neither the CAPTAINS, the AGENTS, nor tha OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in

Hongkong Harbour ---BIDSTON HILL, Brit. bk., R. C. Taitt-Standard Oil Co. BRUNEL, Brit. bk., Martin Frampton-Standard Oil Co. CATHERINE APOAR, Brit str., J. G. Olifent, D. Sussoon, Sons & Co.

35-2]

No. 28, STANLEY STREET, Hongkong,

COMPAGNIE DES MESSAGERIES MARITIMES NOTICE.

MONSIGNEES of Cargo from London ex Adour, from Bordondx ox Ville de Citte. and Proderic Morel in connection with above steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowlson Wharf and Godown Company, Limited, at Kowloon, whomco delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless. intlimation is received from the Consignoes before Noon, To-DAY, requesting it to be landed hero.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday the 15th inst, will be subject to rent and landing charges. All Claims must be sent in to me on or before

TUESDAY, the 15th instant, or they will not be All Damaged Packages will be examined on Tuesday, the 15th inst., at 3 P.M. No Fire Insurance has been effected. G: DE CHAMPEAUX,

Hongkong, 8th June, 1897. "GLEN" LINE OF STEAM PACKETS. FROM MIDDLESBORO, LONDON, AND STRAITS

HE Steamship "OLENGARRY" having arrived from the above ports, Consigness of cargo by her are heraby informed that their goods are being landed at their risk into the Golowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained: Cargo remaining undelivered after the 15th

inst, will be subject to rent. No Fire Insurance has been effected. Consignees are requested to present all claims. for damages and/or shortages not later than the 22nd just, otherwise they will not be recognised. Bills of Lading will be countersigned by ... JARDINE, MATHESON & CO.,

Agents. Hongkong, Sth June, 1897. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE. HE Company's Steamship

"BUISANG" having arrived from the above ports, Consignees. of Cargo by hor are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after Noon of the 11th instant will be landed at Consignee's risk and expense into. Godowns of East Point. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE; MATHESON & CO., General Managers. Hongkong, 8th June, 1897.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. NORTOE TO CONSIGNEES.

FROM KOBE. THE Stemship

having arrived, Consigned of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before NOON on the 14th instant, or they will not be recognized.

'POSEIDON'

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant will be subject to rent. Bills of Lading will be countersigned by SANDER & CO.,

Hongkong, 8th June, 1897. VESSELS ON THE BERTH "RICKMERS" REGULAR LINE OF

Agents.

STEAMERS. FOR BREMEN AND HAMBURG. HE Company's Steamship

"DOROTHEA RICKMERS" Captain Müller, will be despatched as above TO-DAY, the 10th inst, For Freight, apply to ARNHOLD, KARBERG & CO.

Agents. Hongkong, 22nd April, 1897. NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE. MONTHLY SERVICE.

SEATTLE, WASHINGTON, VI KOBE AND YOKOHAMA. (Through Passenger Tickets and Bills of *Lading issued for the principal Cities in the UNITED STATES, CANADA, and EUROPE, in. connection with the Great-Northern Railway and Atlantic Steamers.) HE Company's Steamship.

"MATSUYAMA MARU," Captain Allen, will be despatched as above TO-DAY, the 10th inst., at 4 P.M. Consular Invoices of Goods for the United States should be in QUADRUPLICATE, and one Copy must be mailed by the steamer to the care of the Freight Agent, Great Northern Railway, Scattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA. Hongkong, 29th May, 1897: AUSTRIAN LLOYD'S STEAM NAVI-GATION CUMPANY.

(UNDER MAIL CONTRACT WITH THE ACETRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE. HE Company's Steamship

"MARQUIS BACQUEHEM" Captain 6. Wallusching, will leave for the above places TO-MORROW, the 11th inst. For Frieght or Passage, apply to SANDER & CO.,

Hongkong, 5th June, 1897. FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers if sufficient inducament offers). (Taking Cargo at through rates to ANTWERP AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, and BREMEN). THARE Steamship

WALLY." Captain T. Behrens, will be despatched for the Captain Moore, will be despatched on SATUR. above ports TO-MORROW, the 11th inst., at | DAY, the 19th inst, at 3 P.M. This Steamer has superior accommodation for First and Second Class Passengers and this Steamer. First Class Balcon is situated carries a Doctor and a Stewardess. For Freight or Passage, apply to

SIEMSSEN & CO.

Agents. Hougkong, 2nd June, 1897. NATAL LINE OF STEAMERS. FOOCHOW AND HONGKONG TO

SOUTH AFRICA (DIRECT). For NATAL, EAST LONDON, ALGOA BAY, Mossel BAY, and Cape Town.

(Taking Cargo under through Bills of Lading to DELAGOA BAY and BERRA.) THE Steamship

" PONGOLA," Captain Cox, dag here from Foochow, will be despatched for the above ports on or about the 12th July. For Freight or Passage, apply to DODWELL, CARLILL & CO.,

Agenta. Hongkong, 8th June, 1897;

VESSELS ON THE BERTH FOR KOHE DIRECT. THE Steamship

"ASLOUN." Captain O. Rowsell, will be despatched for the above port on or about the 10th inst. For Freight or Passage, apply to SHEWAN TOMES & CO.,

Hongkong, 5th June, 1897. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAITS, CEYLON, AUSTRALIA. INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH, AND LONDON.

THEOREM BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"KAISAR-I-HIND." Captain S. Barcham, carrying Her Majesty's Mails will be despatched from this for BOMBAY, on THURSDAY, the 17th June, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "ORIENTAL" leaving that Port on the 9th July for London direct Silkand Valuables, all Cargo for Franco, and Tea for London (under arrangement) will be transhipped at Colombe into a steamer pro- CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

peeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Parcols will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note

the terms and conditions of the Company's Bills For further Particulars, apply to Superintendent. Hongkong, 4th May, 1897.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL

HE Company's Steamship "ULYSSES." Captain Brown, will be despatched as above on THURSDAY, the 17th inst,

For Freight, apply to BUTTERFIELD & SWIRE, Hongkong, 3rd June 1897

U.S. MAIL LINE.

COMPANY.

PACIFIC MAIL STEAMSHIP

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. OHINA (via Shanghai) SATURDAY, June 26, Sen, Yokchama, and (1897, at Noon, Henolulu) Pero (vis Shanghai, Nagasaki, Kobe. In [THURSDAY, July 15, land |Sea, and Yoko 1897, at Noon. caranterin and attend

CITTOF RIODE JANEERO (via Shanghai, Na-gasaki, Kobe, Inland TUESDAY. August 3, 1897, at Noon. Bea, Yokohama, and Honolulu)

FIRE U. S. Mail Steamship "CHINA will be despatched for SAN FRAN-CISCO. VIA I SHANGHAI. . NAGASAKI, KOBE, IN LAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 26th June, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULU, and passongers are allowed to break their journey at any point in route. .

Through Passage Tickets granted to Eng. land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through URDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND BIG GRANDE, and NOBTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVER-LAND OITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE and other direct connecting Bailways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Domerara, and to porte in Mexico, Central and Bouth Amorica, by the Company's and connecting Steamers:

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. samo day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the

Collector of Customs at San Francisco For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central

J. S. VAN BUREN, Agent.

Hongkong, 10th June, 1897. CHINA NAVIGATION COMPANY. LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE. HE Company's Steamship

TATYUAN, The attention of Passengers is directed to the Superior Assemmodation offered by forward of the Engines. A Religerating

Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B .- Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co, and vice versa.

For Freight or Passage, apply to BUTTERFIELD & BWIRE, Acenta Hongkong, 5th June, 1897.

FOR NEW YORK. THE 100 A.1. Brilish Ship

"CLAN MACKENZIE" Captain Iddes, shortly expected from Slianghai, will load here for the above port and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & CO.

Hongkong, 4th May, 1897.

YESSELS ADVERTISED AS LOADING. TO BE DESPATCHED, VEHERL'S NAME. VLAG & RIG. WOR PREIGHT APPLY TO CAPTAIN. Rose, British barque; 793, Garrick, May 19, On 12th inst., at Noon. Androws B. N. E. Brit, str. Torrisdale, Brit. 4-m. bk., 2,184, Buchanan, Feb. About 22nd inst. LONDON Borneo Brit str On 17th inst, at Noon. Barcham Brit. atr. Kalsar-i-Hind LONDON &C. West York, British bark, 688, Davis, Oct, 18, On 17th inst. Butterfield & Swire Brit. str. Brown ... Ulysses LONDON VIA BUEZ CANAL On or about 17th inst. Holliday, Wise & Co., LONDON YIA STRAITS, Le. Arnhold Karberg & Co. To-day, Dorothes Rickmers Gor. str. DREMEN & HAMBURG On 22nd inst., at 9 A.M. Melohera & Co. Ger. str. Wottin BREMEN VIA PORTS OF CALL Canadan Pacific R. Co. ... On 30th inst. Brollek Castle, British ship, 1,745, Forguson, Empress of India ... Brit. str. Marghall, B.M.R. VANCOUVER, V. SHANOHAL, &C. On 6th July, at Noon. Dodwoll Carlill & Co. Brit. atr. TACOMA, (Wash.). v. Kone, &c. .. Charon Wattana, Siam bk., 656, Koch, May 18, On 17th inst., at Noon. O. & O. S. B. Co. SAN FRANCISCO VIA SHANGHAI Dorio Briv. str. On 26th inst., at Noon. P. M.S. S. Co. SAN FRANCISCO VIA. S'HAI. &c. China Amer. str., On or about 12th July. Clar Buchanon, British ship, 1,987, Rankin, SOUTH AFRICA DERECT Pongola

Dodwoll, Carlill & Co. ... Brit. str. ... Nippea Yusen Kaisha ... To-day, at 4 P.M. SEATTLE, WINGTON, V. KOBE, &C. Matsayama Mara ... Jap. str. Allen On or about 12th inst. Dodwell, Carlill & Co. Rowley.... Brit. str. ... Arabeld, Karberg & Co. Quick despatch. Brit. ship On 19th inst., at 3 r.m. Butterfield & Swire Brit. str. P. & O. S. N. Co. About 11th inst. Brit. str. P. & D. S. N. Co. About 15th inst. Bombay Brit sh. Weston R.N.R. To-morrow, at 4 P.M. Biomisen & Co. Wally Ger str. Bearons On or about 10th inst Shown, Tomes & Co. P. &O S. N. Co. On 17th inst. at Noon. Britistr. About 11th inst. P. &O. S. N. Co. Y'HAMAY. S'HAY, N'BART, & KOBE Canton Brit. str. Marquis Bacquehem, Aus. str. ... Wallusching To morrow. Sander & Co..... To-morrow, at 4 P.K Signsson & Co. Loongmoon.... Ger. str. P. & O. S. N. Co. About 12th inst. Ravenna Brit. atr. Denny R. N. B. Butterfield & Swire To-day, at 4 P.M. Wingtong Brit, str.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

Clan Mackenzio

Hydaspes.....

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

PUNCTUALITY. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Herse-Power-Speed 19 knots PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

EMPRESS OF INDIA....Comdr. O. P. Marshall, R.H.R. ... WEDNESDAY, 30th June, 1897 EMPRESS OF JAPAN...Comdr. H. Pybus, B.N.B.WEDNESDAY, 21st July, 1897 EMPRESS OF CHINA ... Comdr. R. Archibald, B.N.B. WEDNESDAY, 11th Aug., 1897.

FITHE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN. COUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the intitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which loave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Queboc, Hulifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given chaics of.

Passengers Booked through to all principal points and AROUND THE WORLD. Beturn tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatio, and Civil Services, and to European Officials in the Service of China and The attractive features of this Company's route embrace its PALATIAL SPEAMSHIPS will be dispatched for SAN FRANCISCO. (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL via SHANGHAL, NAGASAKI, KOBE, Japan Governments.

TRAINS (the Company having received the highest award for same at recent Chicago World's INLAND SEA, and YOROHAMA on Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are mexcelled.

For further information, Maps, Guide Books, Rates of Passage, &d., apply to D. E. BROWN General Agent, Pedder Street.

Hongkong, 10th June, 1897.

DESTINATION.

STRAITS & BOMBAY

STRAITS & BOMBAY

S'PORE, HAVES, & HAMBURG

SHANGHAL & KOBE

WEST RIVER PORTS

BHANGHAI

SHANGHAI :

NEW YORK VIA SUEZ CANAL Sikh

SYDNEY MELBOURNE, &c. ... Talyana

KOBE DIRECT Asloan

Y'HAMAVIA NAGABARI & KODE ... Verons

C. P. R. SUMMER TRIPS.

SPECIAL ROUND THIP RATES TO JAPAN, VANCOUVER, AND BANFF. Commencing 1st May, and continuing through the Summer, Return Tickets can ourchastd to Bantf, including Berth in Sleeping Car, and Meals on the Railway journey from Vancouver, at the equivalent of £30 The Ports of Call are SHANGHAI, NAGASAKI KOBE, YOKOHAMA; VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions

into the Rocky Mountains. BANFF.—This popular resort, charmingly situated amongst the Peak and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level providing its greats with all modern comforts and luxuries, also a steam-launch, rowing boats and cances for making excursious on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

TOR	STRANSUS.	TO SAIL ON	REMARKS.
YOKOHAMA, VIAS'HAI,	CANTON	About Lith	through the INLAND SEA
STRAITS & BOMBAY	Hypaspes S. de B. Lockyer	About 11th }	Freight. (Calling at Co- LONGO if sufficient induca- ment offers.)
LONDON	SUNDA S. G. D. Andrews	Noon, 12th	Freight or Passage.
SHANGHAI	RAVENNA	About 12th)	Freight or Passage.
STRAITS & BOMBAY	G. H. C. Weston,	About 15th	LONDO if sufficient indus-
LONDON, &c.	KAISAE-I-HIND.	June	See Special Advertisement
YOKOHAMA, VIA NA	C. H. S. Tocque, E.H.E.	June	through the INLAND SHA
LONDON	BORNEO	About 22nd June	For Freight or Passage.
	For Farther Parti	AND LANGUA TO MAKE TO THE	o TCHIE, Superintendent,

Hongkong, 10th June, 1897.

VESSELS ON THE BERTH THE CHINA MUTUAL STEAM NAVI GATION COMPANY, LIMITED. FOR LONDON, VIA STRAITS AND: USUAL PORTS OF CALL.

Taking Cargo at through rates for Glasgow, Liverpool, Continental Ports, River Plate, &c.) HE Company's Steamship HYSON John S. Hogg, Commander, will be despatched

as above on or about the 17th inst. For Freight, &c., apply to HOLLIDAY, WISE & CO., Agenta. Hougkone, 4th May, 1897,

NORTHERN PACIFIC STEAMSHIP AND RAILWAY

COMPANIES. VIA INLAND SEA OF JAPAN. HE attention of passengers is directed to the very choap rates offered by this Line

to the Pacific Coast and to the Interior and EASTERN CITIES of the United STATES and CANADA and to EUROPE. HONGKONG TO LONDON \$400. Excellent accommodation. First class Table. DOCTOR and STEWARDESS parried.

HONGKONG TO NEW YORK \$350, The Railroad travelling is second to none on the American Continent. Magnifloont Scenery. of the ROURT and CASCADE MOUNTAINS: The YELLOWSTONE NATIONAL PARK route. Passingers to EUROPE may proceed by one of the first class ATLANCIO MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Governmon Services.

OLYMPIA	. 2,608 Tuesday July
	2,907 Tuesday July
	. 2,549 Tuesday Aug
VICTORIA	. 3,167 Tuesday Sept
OLYMPIA	2,608 Tuesday Sept
	2,605 Tuesday Oct

OLYMPIA Captain Truebridge, sailing at Noon on TUESDAY, the 6th July, will proceed to VIOTORIA. (B.C.), TACOMA (Wash.), via KORE, and YOKOHAMA. Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United States Points Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care. of the Freight Agent, Northern Pacific Railway, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day provious to For further information as to Passage or

DODWELL, CARLILL & CO., General Agenta Hougkong, 7th June, 1697.

VESSELS ON THE BERTH MOGUL-WARRACK-MILBURN LINE. FOR NEW YORK THE SUEZ CANAL

S.S. "BIKH" to soil about 12th June, 1807. S.S. "ARGYLL 25th June, 1897 7th July, 1897. S.S. "AFRIDI" For Freight or Passage, apply to DODWELL CARLILL & CO.

Hongkong, 2nd June, 1897. NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, BUEZ PORT SAID. NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG. POETS IN THE LEVANTE BLACK

NOTICE.

SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS. GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL IT SOUTHAMPTON TO LAND PASSENGERS AND LUGGIGE.

N.B.-CARGO CAN DE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RESSIA. PROPOSED SAILINGS FROM HONGHONS.

(SUBJECT TO ALTERATION.) PREUSSEN Tuesday 22nd June. SACHSEN Puesday HATERN Tuesday 17th Aug. PRINT HEINGICH Tuesday ... 14th Sop. PREUSSEN | Tuesday ... | 12th Oot. SACHBEN Tuesday 9th Nov. BAYERN Tuesday ... | 7th Dec. PRINZ HEINBICH ... Tuesday ... 4th Jan.

CARGO, will leave this Port as above CALL-ING at NAPIES and GENOA Shipping Orders will be granted till Noon

on SATURDAY, the 19th June, Cargo and Specie will be received on Board until L.P.M. on be received at the Agency's Office until Moon: on Monday, the 21st June Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Fact Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board For further Particulars, apply to

MELCHERS & CO.

Agonta. Hongkong, 28th May, 1897.

VESSELS ON THE BERTH OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TO JAPAN. THE UNITED STATES MEXICO, UENTRAL AND SOUTH

VIA INLAND SEA OF JAPAN AND

Nagasaki, Kobs, In. THURSDAY, June. land Sea, and Yoko 17, 1897, at Noon. polici igi grainini i rele 🏖 hama) Bergic (via Sheaghai, Honolulu)
Coptic (via Shanghai,)
Nagasaki, Koba, Inland (Saturday, July Bea. Yokohama, and 24, 1897, at Noon. Honolulu)

HE Company's Steamship "DORIC

Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at HONO. LULU and passingers are allowed to break

Through Passenger Tickets granted to England. France, and Germany by all trans-Atlantic lines of Stoamers, and to the principal cities of the United States or Canada. Rates and partioulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from Ohina and Japan to

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until live P.M. the day pre-

Consular Invoices to accompany Cargo desfined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

Passage apply to the Agency of the Company. No. 7. Prays Central J.S. VAN BUREN Agent.

Hongkong, 81st May, 1897.

SHIPPING IN PORT. HUNGKONG. STEAMERS.

Asloun, British str., 1,829, Rowsalle, June Shewan Tomes & Co C. H. Kian, British str., 995, Maddox, June 9 Chansang, British str., 1,418, Buller, June 1 Jardine Matheson & Co Cosmopolit, German str., 575, Holtz, May 28,

Wieler & Co O. & O. S. S. Co June 7, Ambold, Karberg & Co M. Steamboat Co. for Canton

Germania, German str., 1,714, Muller, June : Tehsen & Co Glengarry, British str., 1,926, Ferguson, June Jardine Matheson & Co Guthrie, British steamer; 1,496, Craig, June 7, Gibb. Livingston & Co Hankow, British str., 2,235, C. V. Lloyd, Buttorfield & Swire, for Canton Houngshan, British str., 1,054, W. E. Clarke, H., C., & M. Steambout Co., for Macao Honom, British str., 1,344, S. W. Goggin, H.,

Jardina Matheson & Co Kwonghoi, British steamer, 419, Chinese, for Loongmoon, Gor, str., 1,245, Schulz, June Siemeson & Co Loyal, German str., 1,237, Lorenson, June Carlowitz & Co

Matsuyama Maru, Jap. str., 3,159, Allen, June (Nippon Yusen Kaisha Meefoo, Chiuese str., 1,309, Frigast, June C. M. B. N. Co Onsang, British str., 1,787, Kynock, Wone Jardine Matheson & Co Pakhoi, British steamer, 1,248, Stott, June 9, Butterfield & Swire Pelyang, Gorman str., 953, R. Kohler, June 9,

San Josquin, Span, str., 330, Sturrieta, June 8, Sishan, British steamer, 874, Jones, June 9 Bradley & Co Jardine, Matheson & Co

ON TUESDAY the 22nd day of June; for Canton
1897, at 9 a.m., the Company's Steamship Telartos, Ger. str., 1,812, Cornelson, June 8,
"PREUSSEN," Coptain, P. Wettin, with Siemsson & Co MAILS, PASSENGERS, SPECIE, and Turbo, British steamer, 2,659, Moses, June 6 Arnhold, Karberg & Co Wally, Germin steamer, 3,500, Behrens, June 8, Siemsson & Co Wosang, Bridsh steamer, 1,127, Roops, June 8, Jardine, Matheson & Co

> Standard Oil Co Etha Rickmers, German ship, 1,754, Rose, May 26, Standard Oil Co Godiva, British ship, 1,912, Trunks, May 16, Standard Oil Co Ivy, American ship, 1,181, Wall, May

TAKING CARGO AND PASSENGERS.

AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

HONOLULU.

PROPOSED SAILINGS FROM HONGHONG. Negasaki, Kobe Inland Tuesday, July Sea, Yokohuma, and 6, 1897, at Noon.

will be dispatched for SAN FRANCISCO THURSDAY, the 17th June, 1897, at Noon.

their journey at my point en routs,

Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to

Europe.

vious to sailing

For further information as to Freight or Kanagawa Maru, Jap. str., 3,703, McKenzie, May 28, Nippon Yusen Kaisha Kanasawa Maru, Japanese steamer, 1,030, May

Amnro, British stoamer, 1,266, Kent, June Jardino, Mathason & Co.

Dorie, British steamer, 4,075, Smith, June Dorothea Rickmers, German str., 2,460, Miller Fatshan, British str., 1,425, J. Dick, H. C. & Fushun, Chinese steamer, 1,504, Lunt, June 9, C. M. S. N. Co

C. & M. Steamboat Co., for Canton Kong Beng, British str., 862, Joslin, Juno

Butterfield & Swire Krim, Norwegian str., 1,117, Irgens, June

Siemssen & Co Powan, British str., 1,842, A. N. Patrick, H. C. & M. I toamboat Co., for Canton

Suisang, British str., 1,776; Galsworthy, June 8; Sunda, British str., 4,673, Andrews, June 9, P. & O. S. N. Co Tai On, British str., 769, Gallecuski, Chiness,

Monday, the 21st June, and Parcels will Yanerind, British str., 2,154, Weston, May 30, Order SAILING VESSELS. Bidston Hill British 4-m. bark, 2,343, Taitt, June 7, Standard Oil Co Brunel, British bark, 1,555, Frampton, April 9,

Chinese

Esang, British steamer. 1,107, Johns, June 1 Jardine, Matheson & Co Fuping, Chinese str., 1,058, Clemons, May 31, C. E. & M. Co Fushin, Chinese steamer, 1,505, Lunt, June 2, C. M. S. N. Co Galgate, British ship, 2,227, Jones, May 29,

Standard Oil Co Glonesk, British str., 2,270, Darke, May 30, Jardine, Matheson & Co Glengyle, British atr., 2,244, McGillivray, June 2. Jardine. Matheson & Co Haspn, Chinese steamer, 896, Wallaco, June 2, C. M. S. N. Co Hestor, British steamer, 1,203, Barr, May 30, Butterfield & Swire Hormes, Norwegian str., 849, Jenson, May 27, Melchers & Co

SHIPPING IN PORT.

SHANGHAI.

In Port on 2nd June, 1897.

Contest, British bark, 486, Scderman, May 10,

El Derado, British str., 892, Tamplin, June 2,

Dodwell Carrill & Co

24. Standard Oll Co

Siemssen & Co

8. Standard Oil Co

M. A. Peterson

May 29, Standard Oil Co

May 11. Standard Oil Co

Jardine, Matheson & Co.

Nils Moller and Sons

Landser Ame shin, 1.349, Stahl, Amil 12,

Koisar-i-Hind, British str., 1,238, Barchane, May May 19, P. & O. B. N. Co. Raisow, British str., 2,529, Warrall, June China Mutual S. N. Co. Kwongsang, British str., 989, Stalker, May 30, Jordine, Matheson & Co Incia, British bark, 640, Anderson, May 29, Nils Moller & Sons Oceana, German str., 1,700, Formes, May 23, Siemsson & Co Paoting, British ste., 1,081, Gyles, June 2, Butterfield & Swire

Pyrrhus, British steamer, 2,281, Bale, Moy 29, Butterfield & Swire Satkio Maru. Jap. str., 1,652, Conner, Jane Nippon Yusen Knisha Sikh, British steamer, 1,735, Rowley, May 30, Dodwell, Carlill & Co Skuld, Norwegian str., 914, Rafon, May 26, Carlowitz & Co Sands, British steamer, 4,675, Andrews, June 2, P. & O. S. N. Co Sydney, Fronch str., 2,081, Aubert, May 4

Messageries Maritimes

Valkyrien, British bark, 498, Anderson, Doc. 15, Nils Moller and Sons Wooning, Chinese stoomer, 746, Rea, July 26 Bennertz & Co fungching, Chinese str., 760, Symons, June 1, C. M. S. N. Co Yungping, Chinese str., 567, Corner, May 29, Chinese Eng. & Mining Co NAGASAKI.

In Port on 28th May, 1897.

, B. Thomas, Amr. bk., 1,807, Lermond, April 30, Standard Oil Co. Methyan Castle, Brit. etc., 1,719, Hill, May 23, Holme, Ringer & Co Nijny Novgorod, Russian str., 2,816, Morosoff May 31, N. Gray Oslo, Norwegian str., 778, Petersen, May 31 Strelock, Russian str., 190, Bredchin, May 29, Holme, Ringer & Co Terrier, Norw. str., 1,004, Wilhelmsen, June

Yiksang, British steamer, 887, Smith, May

Holme, Ringer & Co

14, Standard Oil Co

Browne & Co. In Port on 31st May, 1897. Akashi Maru; Japanese steamer, 856; May 17, Osaka Shosen Kaisha Benledi, British str., 1,454, Farquhar, May 27, Cornes & Co. Bombay, British str., 2,044, Weston, May 24 Carmarthenshire, Brit. str., 1,888, Bincock, May 24. Frazar & Co. Corunna, British 4-m. bark, 2,424, Wilson, May

Standard Oil Co Doyo Maru, Japanese str., 1,269, May 19, Nippon Yusen Kaisha Emily Reed, Amr. ship, 1,489, Nicholls, Apr. 14, Standard Oil Co Fusan Maru, Japanesa steamer, 1,541, May 29, Osaka Shosen Kaisha Kagoshima Mura, Jap. str., 2,657, Trenut, May Nippon Yasen Kaisha

26, Јарапево Mogal, British str., 1,950, Wright, May 5, 2,500 h.p., Capt Itadioff, at Nagasaki Frazar & Co Nicolai, Russian steam whaler, 150, Aulin, May Pamiat Azova, Russian armoured er., 35 guns, 8,000 h.p., Capt. Werenios, at Yokohama Otoru Maru, Jap. str., 1,507, Minamide, May 24, Nippon Yasan Kaisha Seiko Marn, Japanese steamer, 1,060, May 27, Sendal Mara, Jap. str., 1,035, Olson, May 23, Nippon Yusen Kaisha Servia, Amr. ship, Gilmore, May 11, Standard Tairen Maru, Jap. str., 1,804, Kato, May 27,

Nippon Yusen Kaisha Tenshin Maru, Jap. str., 1,894, Brown, May 24, Nippon Yuson Kaisha Wanderer, British 4-m. bark, 2,801, Tupman, Mar. 30, Standard Oil Co Yedo Marii, Japanesa steamer, 7.047, May 19, Triomphanto, French armoured or, 24 guns, Yorkime Mara, Japanese str., 1,589, May 22, Osaka Shosen Kaisha

YOKOHAMA In Port on 25th May, 1897. Argyll, British str., 1,668, Ward, May 21 Dodweil Carlill & Co Ariake Mara, Jap. str., 1,885, Assi, May Nippon Yusen Kaisha Aryan, Amr. ship. 2,017, St. Clair, April 12 Standard Oil Co Benledi, British str., 1,454, Farquhar, May 15 Cornes & Co

Braemar, British str., 2,315, Porter, May 23,

Ed. O'Brien, Amr. ship, 2,157, Oliver, Mov. 13,

Dodwell Carlill & Co

Standard Oll Co Esmeralda, British sch., 142, Harrison, May 5 Jardine, Matheson & Co Eve, Norwegian str., 1,926, Hansen, May 5, Ahrens & Co Hikosan Maru, Jap. str., 2,044, Hallstrom, April 10. M. B. Kaisha Hyson, British steamer, 2,880, Hogg, May 23, W. M. Strachan & Co Iranian, British ship, 2,797, Watt, Feb. 28, Standard Oil Co.

John McDonald, Amr. ship. 2,172, Storer, April

11. Standard Oil Co Kanagawa Mara, Jap. str., 3,703, McKenzie, Nippon Yusen Kaisha R. D. Rice, Amr. ship, 2,106, Carver, April 23, Standard Oil Co Roanoke, Amr. ship, 3,400, Hamilton, April 5, Standard Oil Co Saikie Maru, Jap, str., 1,652, Conner, May 21, Nippon Yusen Kaisha Strathliven, British etr. 1,585, Most, May -Dodwell Carlill & Co Sunda British steamer, 2,650, Gorgon, May 16, Teenkui, British steamer, 3,016, Long, May 22,

W. M. Strucham & Co

Theodor, German ship, 2,100, Hamor, April 3, R. Isanes & Bros. Ulysses, British steamer, 2,299, Grier, May 21, Butterfield & Swire BANGKOK. In Port on 22nd May, 1897. Aurora, Siamese bark, from Singapore Belize Swedish bark, from Europe Bonafide, Norwegian bark, from Delagoa Bay Charon, British str., from Singapore Clic. British str., from Singapore. Dean, British atr., from Singapore Echo, Norwegian bark, from Port Natal Fieldland. Norwegian sch., from Port Natal. Gorgon, British str., from Singapore Keongwai, British str., from Hongkong. Pakshan, British str., from Singapore Phra C. C. Klao, British str., from Hongkong Sockswat, Siam str., from Singera Sterling, Norwegian bark, from Port Natal Vigeland, Norwegian bark, from Fremantle.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON. Alacrity, despatch-boat, 10 guns, 3,000 h.p., Capt. Smith-Derrien, at Yokohama Algerine, sleep, 13 guns, - h.p., Com. Ewen F Domville, at Hongkong

SHIPPING IN PORT. Archer, cruiser, 14 gras, 3,500 h.p., Cond. C. E. Kingsmill, at Hongkong Lucy A. Nickels, Amr. ship, 1,380, Nickels, May Centurion, flagship, 41 guns, 13,000 h.p., Capt. S. H. Login, at Nagasaki Daphne, sloop, 14 gims, 2,000 h.p., Com. H. H. C. Galloway, at Shanghai Esk, gun-vessel, 3 gans, 840 h.p., Lieut, Com. H. P. Harton, at Hankow -Firebrand, gun-vessel, 6 guns, 360 h.p., Lioui.-Com. V. Maud, at Hongkong Grafton, protected orniser, 36 guns, 7,350 h.p., Capt. E. P. Jones, at Nagasaki Handy, torpede-boat destroyer, 6 gnus, 4,000 h.p., Lient. A. Gillespie, at Yokohama Hart, torpede-boat destroyez, 6 gans, 4,000 h.p.,

Lieut. H. F. Somespoor, at Formosa

Humber, storeship, Capt. Frank W. Wyloy, at

Hongkong Immortalité, armoured cruisor, 34 gans, 8,500 h.p., Capt. Ed. Chichester, at Nagasaki Iphigenia, erniser, 17 guns, 9,000 h.p., Capt. H. T. Dudding, at Singapore Linnet, gun-vessel, 6 guns, 870 h.p., Com. R. C. · Sparkes, at Hebring Sea Narcissus, armoured cruiser, 34 guns, 8,500 h.p., Capt. W. C. C. Porsyth, at Formosa Peacock, gunboat, 8 guns, 1,200 h.p., Lieut. Com. St. John, st Nagusaki Phoenix, sloop, 13 guns, - h.p., Capt. R. P. Cochrane, at Hougkong Pigmy, gunboat, 8 guns, 1,200 h.p., Liout.-Com. C. J. T. Dormer, at Labuan Pique, cruiser, 22 guns, 7,000 h.p., Capt. A. C. Corry, at Singapore Plover, gunboat, 9 guns, 120 h.p., Lieut.-Com. De Horsey, at Shanghai Rainbow, ornisor, 12 guns, 7,000 h.p., Capt. W. C. C. Forsyth, at Yokohama Rottler, gunboat, Sguns, 1,200 h.p., Lieut. Hon. G. A. Hardinge at Hongkong Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.

Com. E. H. Grafton, at Ningpo Solent, torpedo mining launch, at Hongkong Swift, gunboat, 8 guns, 870 h.p., Capt. Mc-Alpine at Hougkong Tweed, gun-vessel, 3 guns, 340 h.p., at Canton Undamited, armound craiser, 34 guns, 8,500 h.p., Capt. A. C. Clerke, at Hongkong Victor Emanuel, meeiving ship, 20 guns, Commodere Holland, at Hongkong Wivern, coast defence ship, armoured, 10 guns, 1,000 h.p., at Hangkong FOREIGN MEN-OF-WAR ON THE

CHINA AND JAPAN STATION. Admiral Korniloff, Russian protected craiser 36 guns, 9,000 h.p.; Capt. Molas, at Chafoo Ad. Nachimoff, Russian armoured cruiser, 38 guns, 8,000 h. p., Capt. Nebogatoff, at N'saki Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Elkisky at Vludivostoole Alger, French projected cruiser, 30 guns, 8,254 h.p., Com. Boutot, at Shanghai Arcona, German oraiser, 18 guns, 2,400 h.p., Capt. Booker, at Kobe Aspie, French gunboat, 6 guns, 453 h.p., Capt. Journet, at Bangkok Bayard, French lagship, 36 guns, 4,500 h.p.,

Com. Joannet at Nagasaki Bengo, Port. gbt. 8 guns, 400 h.p. Lient. Com. Jose des Reis, at Hongkong Bobre, Russian gan-vessel, 13 guns, 1,150 h.p., Capt. Boisman, at Nugasaki Boston, American oruser, 8 guns, 4,030 h.p., Capt. F. Willes, at Nagasaki Ekaterinoslav, Eus. str., 3,482, Troyan, May Comete, French ganboat, 6 guns, 450 h.p. Capt., Simon, at Shoughai Cormoran, Gorman cruiser, 12 guns, 2,700 h.p., Capt. Brinckmann, at Kobe

Descartes, French craiser, Capt. M. Bernard, at Shanguni Dimitri Donskoy, Russian armoured oruiser, 34 guns, 7,000 hp., Com. Witgeft, at Korea Edairour, French cruiser, 8 guns, 2,050 h.p., Captain Texler, at Nagasaki Forfait, French cruiser, 23 guns, 2,964 h.p., Capt. Delort at Chemalpo Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Serebronnil:ff, at Nagasaki Gremiastchy, Russian armoured cruisor, 12 guns, 2,000 h.p., Capt. Bubnoff, at Nagasaki Imperator Nicolal I., Russian flagship, 39 guns,

8.000 h.p., Capt. Foelkersamm, at Y'huna Irene, German craiser, 22 gnns, 8,000 h.p., Capt. Da Bois, at Koha: Kaiser, German fagship, 26 guns, 7,803 h.p., Capt. Zeye, at Kobe Koningin Wilholmina, Netherlands cruiser, Capt. Diercks, at Shanghai Koreatz, Russian cruisor, 14 guns, 1,600 h.p., Capt. Chaykovsky, at Nagasaki Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Lindestroem. at Crocodile British bark, 2,424, Wilson, May 14, Kreysser, Russian cruiser, 18 guns, 1,800 h.p.,

Capt. Beklemisheif, at Nagasaki

Lion, French ganboat, 6 guns, 600 h.p., Capt. Papaix, at Saigon Machias, Amr. gunbout, 8 guns, 1,878 h.p., Com. at Korea Mandjour, Russian cruiser, 14 gans, 1,400 h.p., Capt. Kachaloff, at Shanghai Monocacy, Amr. eruiser, 5 guns, 850 h.p., Com. O. H. Farenholt, at Shanghai Nayezdnik, Russian eruiser, 14 guns, 1,800 h.p., Capt. Zarine, at Vladivestock. Olympia, American flagship, 14 guns, 17,313 h.p., Capt. J. J. Read, at Yokohama Otvazuy, Russian armoured orniser, 12 guns,

Panther, Austrian cruiser, 12 guns, 3,509 h.p., Capt. Kloppal, at Chofoo. Petrel, Amr. gunboat, 6 guns, - h.p., Lieut. Com. Emory, at Yokohama Pluvier, French gunboat, & guns, 500 h.p., Com. Vedel, at Bangkok Prinzess Wilbehn, Gorman orniser, 18 guns, 8,000 h.p., Copt. Thiele at Kobe Rurik, Russian Ingahip, 48 gans, 13,500 h.p., Com: Rodingoff, at Korea Silatch, Russian gunbost, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock Sivoutch, Russlan gunboat, 18 gens, 1,200 h.p. Capt: Astronoff, at Tientsin

4,200 h.p., Capt. B., de Bretizel, at Saigon Vipere, French guaboat, 6 guns, 427 h.p., Capt. Constolle, at Bangkok Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock Vsadnik, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt Rogulia, at Nagasaki Yakout, Russian gumboat, 16 guus, 890 h.p., at Vladivestock Yorktown, Amr. gunboat, 6 guns, 3,392 h.p., Com. Stockton, at Yokohama

Zabiaka, Russlan cruisor, 20 guns, 2,000 h.p.,

Capt. Vanderskruff, at Nagasaki

Zarogozu, Mexican erniser, 8 guns, 1,200 h.p., Copt. Monasterio, at Singapore RUSSIAN TOREDPO FLOTILLA. (Sea going.) Borgo, 3 guns, 1,100 h.p. Revel, 3 guns, 780 h.p. Sweaborg, 3 guns, 780 h.p. (let and 2nd chass.)

Forel, 1 gun, 220 h.p. Jautchicho, 4 guns, 970 h.p. Norgen, 4 grans, 2,200 h.p. Norvetz, 4 guns, 2,200 li.p. Podorosnik, 1 gan, 220 h.p. Sisik, 1 gun, 220 h.p. Skorpion, 1 gan, 220 h.p. Sootchena, & guns, 970 h.p. Sterlaid, 1 gun, 220 h.p. Strauss, 1 gur, 220 h.p. Sunguri, 4 guns, 1,800 h.p. Ussuri, 4 gant, 1,800 h.p.

SPANISH SQUADEON AT THE PHILIPPINES ISLANDS. Argos, in Commission, 508 tons, 800 h.p., 2 guns, Com. R. Cabezas. Castilla, craiser, 3,260 tous, 2,690 h.p., 22 guns, Com. A. Martin de Oliva. Cebu, troopship, 532 tons, 600 h.p., 2 guns, Lieut, A. Barrera. Don Antonio de Ullos, craiser, 1,160 tons, 1,523 h.p., 13 guns, Com. E. Robiou. Don Juan de Austria, eruiser, 1,159 tens, 1,500 h.p., 13 gans, Com. J. de la Concha.

Elcano, gunboat, 580 tons, 600 h.p., 7 guns, Liout.-Com. F. Escudero. General Alaw, troopship, 1,300 tons, 1,000, h.p., 2 gans, Lieut Com. R. Rodriguez Trujillo. General Loze, gunbaut, 520 tons, 660 h.p., 6 guns, Lieut. Com. R. Benavente. Tela de Lazon, protected oruser, 1,048 tons, 2,200 h.b., 10 guus, Com. F. Barreto. Isla de Cuba, protected cruiser, 1048 tons, 2,000 h.p., 10 guns, Com. D. Regalado: Manila, troopship, 1,900 tons, 750 h.p., 2 gnns,

Lient Com. J. J. Ozamis Marqués del Duero, gunboat, 500 tous, 550 h.p. 5 guns, Lieut. Com. S. Morene de Guerre. Reina Cristina, cruiser, 3,520 tons, 3,972 h.p., 21 gans Capt. L. Codarso, at Houghong Velasco, cruser, 1,152 tons, 1,600 h.p., 7 guns, Com. F Reboul.

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